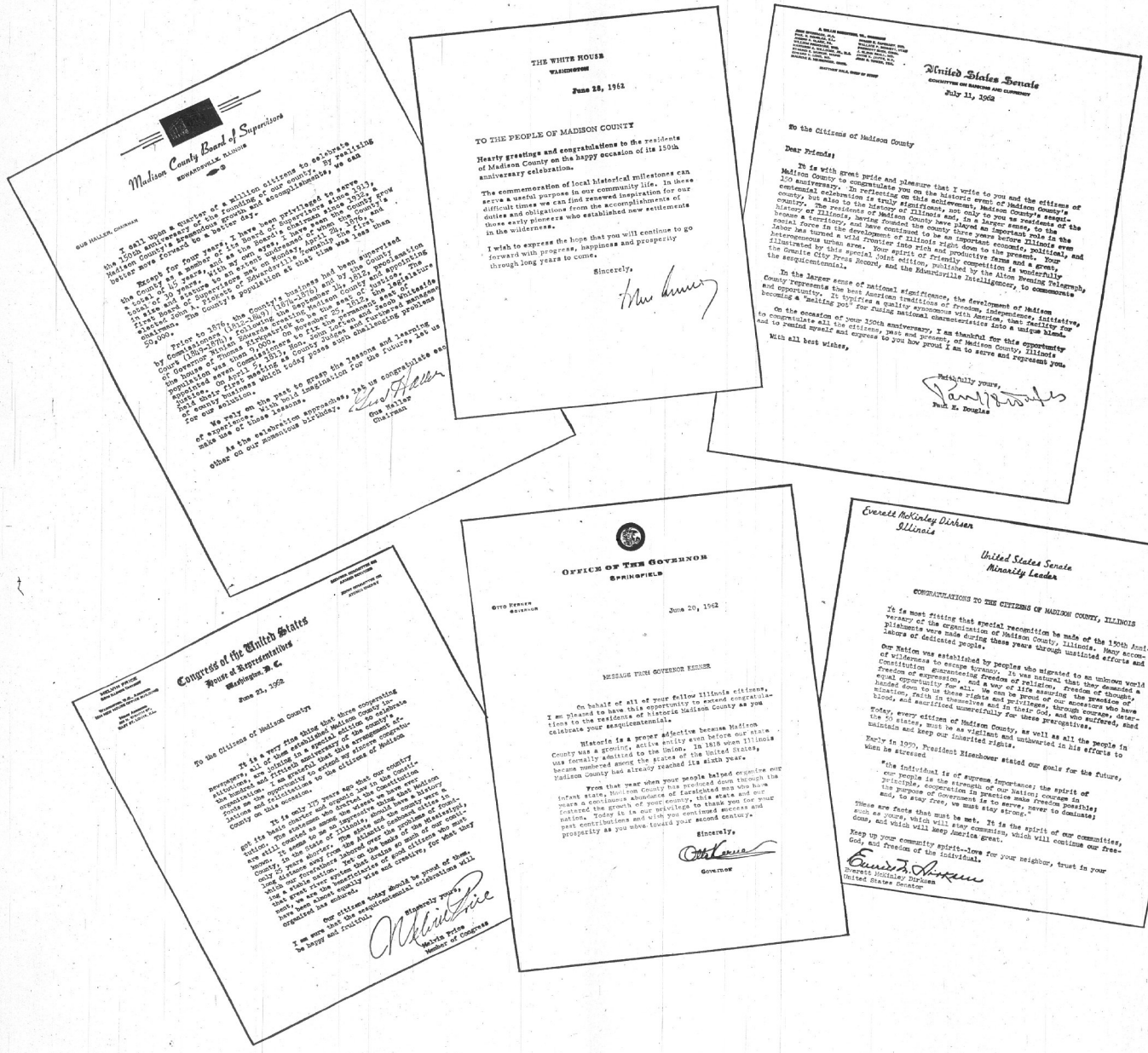
ALTON EVENING TELEGRAPH
Serving the Alton Community for More Than 126 Years
Granite City Press-Record
DEVOTED EXCLUSIVELY TO GRANITE CITY — MADISON — VENICE — MITCHELL
TWICE-A-WEEK—MONDAY AND THURSDAY
Edwardsville Intelligencer
Madison County's Home Daily

OFFICIALS OF GOVERNMENT CONGRATULATE COUNTY RESIDENTS



Madison County Board of Supervisors
EDWARDSVILLE, ILLINOIS

GUS HALLER, CHAIRMAN

I call upon a number of a million citizens to celebrate the 150th anniversary of the founding of our county. Madison County's greatness has been brought by realizing better days forward to a better day.

Except for four years, I have been privileged to serve the County as member of the Board of Supervisors since 1913, a total of 49 years, with my own area, Edwardsville since 1919, a total of 43 years. With my extensive service on the Board's chairman since 1935, first Board of Supervisors met on Monday April 29, 1812, and elected John Piggott Edwardsville as first chairman. The County's population at that time was less than 50,000.

Prior to 1876, the County's business had been supervised by Commissioners (1812-1849) and by County Judge (1849-1876). Following the September 1962 appointment of Governor Otto Kerner, Edwardsville was the seat of the Legislature of Illinois (1819-1839). Edwardsville was the permanent seat of the County Court (1812-1819



THEY GOVERN ALTON—Surrounding Alton Mayor P. W. Day are city officials, from left, John Hoefert, city counselor; Thomas Griffin Jr., acting city manager; Jerome Springman, George Lammers, J. L. Allen and Paul Russell, councilmen; and Paul A. Price, city clerk. (Alton Telegraph Photo)

Pioneer Area to an Award For Being All-America City

From a tiny frontier settlement of a few limestone and timber houses to a great industrial area proud of its fine hospitals and educational institutions — this is the story of Alton.

The first to recognize the commercial possibilities of the Alton site was Col. Rufus Easton. Easton, native of Connecticut, came to St. Louis in 1810 appointed by President Jefferson as judge in the Louisiana Territory. Four years later the first post office was established in St. Louis with Easton as postmaster. Easton was also attorney general after Missouri attained statehood.

In 1816 Easton looked across the Mississippi River to a group of huts which almost 150 years later would be chosen as an All-American city. After buying a large section of land in northern Madison County, Easton laid out the town of Alton early in 1817. Alton was named after Easton's son. Langdon, George, and Alby streets honor other Easton children.

Growth Stymied

Although the area showed great promise, litigation kept Alton from improving for ten or twelve years. In 1821 the Legislature granted the settlement a town charter, but as long as the legal hassel continued, no one was eager to make permanent improvements or extensive land purchases.

A claim adverse to Col. Easton's was filed by Ninian Edwards, the territorial governor, and Nathaniel Pope, district judge. Edwards and Pope brought wealth, legal talent, and experience as leading lawyers in Illinois into the legal battle against Easton.

It was not until after the struggle was settled by a division of land that growth began. Settlers soon began to flock to the area, attracted by the river port possibilities and the abundant farm lands. These settlers, mostly from the Northeast, brought culture and education to the rough and tumble frontier town.

The vigorous and healthy growth of Alton, which received a second town charter in 1833, began in 1831 as the population rapidly increased. From 1832 to the close of 1837 the progress of Alton was phenomenal. Factories and mills were established, wholesale and retail shops opened, river trade was brisk. The sleepy little frontier village was absorbed into a thriving commercial crossroads.

The State Legislature did more for Alton than give it two town charters. In 1827 the legislature voted to establish the State penitentiary in Alton. Completed in 1831-32, it was the first state institution erected in Illinois. In 1857-58 the prisoners were moved to Joliet, but the buildings were used as a federal military prison during the Civil War.

The Legislature also voted in 1834 to move the state capital from Vandalia to Alton. But through the influence of a state legislature by the name of Abraham Lincoln and the offer of various financial consolations to Alton, the site was changed to Springfield in 1837.

In the political manuverings involved in the Internal Improvement Act of 1837, Alton became the terminus of three great railroad lines. The Southern Cross led from Alton to Mt. Carmel by way of Edwardsville, Carlyle, Salem, Fairfield and Abion. The second line traveled to Shawneetown through Edwardsville, Lebanon, Nashville, Pinckneyville, Frankfort, and Equality. Alton was linked to central railroad by way of Hillsboro in a third line. Unfortunately the act failed in less than three years.

After 1837 trade in Alton became stagnant and property depreciated. The collapse of the Internal Improvement Act, the national financial crash of '37, and the pro-slavery riots and trials involved in the Lovejoy fight for freedom of press and speech cast a pallour over the once glowing commercial future of early Alton.

The often printed fable that letters were once addressed to "St. Louis near Alton" began as a gag pulled by some humorist after the financial collapse of 1837. In reality Alton had never been in close competition with St. Louis. St. Louis had been established some 60 years before Easton first looked at the possibilities of a settlement on the east side of the Mississippi.

Renewed Trade

The Civil War brought renewed trade to the Alton area. Alton, which had received its city charter in 1837, followed the ups and downs of national economy during the years following the war, but as the turn of the century approached Alton could look forward to a new industrial era.

The first important manufacturing establishment in Alton was a steam flour mill built in 1831 by William Manning. By 1911, the Sparks Milling Co. and Stanard-Tilden Milling (now Russell Miller) made Alton the fifth largest milling center in the country.

At the turn of the century Alton area was also the home of Western Cartridge Co. and Illinois Glass Co. which have grown to national prominence as Olin Mathieson and Owens Illinois Glass Co.

Alton Brick Co. and Duncan Bros. Foundry and Machine Shop are other early industries that have expanded to national importance.

Continued Growth

In 1911 Alton was booming with industries. In addition to the flour, cartridge, glass, brick, and metal companies, Alton had a broom factory, two breweries, two carriage factories, a rug factory, quarries, ice plants, four planing mills, and Illinois Corrugated Paper Co. which has become the box department of Owens Illinois.

An important Alton industry in the early years of the century was Beall Brothers. The three Beall factories produced miner's tools and supplies, as well as railroad track tools. One of the brothers, Edmond Beall, served four terms as mayor of Alton, later was state senator from this district.

Other important early Alton industries included Luer Brothers Packing Co. Hapgood Plow Co., C. F. Sparks Machine Co. which built many of the finest yachts on the river, the Federal Lead Works, largest smelter in Guggenheim system, and several limestone quarries.

Alton, once established as an industrial center, did not relinquish its title. National economy shifted, war crises disrupted the country, but the industry of the Alton area survived all struggles.

Wars Come

Men of the area were called into the Spanish-American, World War I, and World War II battles, but their places in the industrial life were filled by those who were not eligible for the service and later by women.

War contracts flooded the industries. After the wars, the slack was taken up in various peacetime activities which increased general production far above the pre-war level.

In 1834, the Rev. Peck predicted in his "Gazetteer": Lower Alton has its disadvantages. These, in impartial justice, I have no wish to concede. The uneven, abrupt and hilly surface of a portion of the town site; the confined and low situation of another portion, which will prevent the circulation of a pure and healthy atmosphere; the powerful rival in trade and commerce to be found in St. Louis, twenty-four miles distant, a place admirably situated and of great business, are amongst the drawbacks to the rapid and extensive growth of Alton and make it problematical whether it will ever be the commercial emporium of the upper valley of the Mississippi but that it will become a place of extensive back country trade there cannot be a doubt."

Dr. Peck had a clearer vision of the future of Alton in relation to the already thriving center of St. Louis than did many of his contemporaries, but his prediction of a frontier trade center has proved an underestimation of the area and its people.

The pioneer educator could not envision a bustling industrial center producing the glass, leather, gasoline and oil products, brass and ammunition, steel, bricks, limestone, tools, and paper products for the nation.

Cultural Improvements

Peck would have been further surprised to survey the cultural, religious, and educational wealth of the community. His own Baptist affiliated Shurtleff College grew with Alton until the SIU Residence Center began in 1957. SIU, Monticello College, Western Military Academy, Ursaline Convent, and near-by Principia strive for academic excellence. Public and Parochial schools prepare students to become intelligent members of their community.

Religion is not neglected in a city so blessed with material wealth. Some 25 denominations are represented by churches in the area.

Alton Little Theater, the Civic Orchestra, school and church groups, and the public library offer cultural activities.

The growth of Alton includes the annexation of several adjoining areas. Old Salu became a part of Upper Alton. That respected independent village vied with Alton in many activities. It was annexed to Alton in 1911. Earlier, North Alton had come into the city. The Milton and North Rodgers annexation in 1959 brought a total population from 34,000 to 45,000 making Alton the sixth largest city in the state, outside of Chicago.

Annexation

In the last five years many areas have voted for annexation to Alton. The advantages of such annexation have been many. City police and fire protection, street lights, and street repairs are some of the services enjoyed by citizens of Alton. Projected is a major sewer improvement.

The government of Alton was carried on by a mayor until the city manager plan was adopted in 1956. Alton residents recently voted to re-install the mayor-council form of government.

The interest in better government, the industrial expansion, and civic improvements are only a few of the reasons why Alton was chosen one of the All-American Cities in 1960. This honor was awarded by Look Magazine. With this honor came the responsibility of maintaining the high civic standards which won Alton the award.

Although the "uneven, abrupt and hilly surface" of the town site seemed a disadvantage to the Rev. Peck, the rolling hills make Alton one of the most scenic towns along the Mississippi. The sweeping limestone palisades north of the city are comparable to any in the nation. The Alton Lake which was created by the building of Dam No. 26 in 1937 is a mecca for all water sports enthusiasts who travel from Missouri as well as other parts of Illinois to enjoy its scenic beauty and fine boating facilities.

Alton, well-deserved title holder as an All-American city, has grown from a struggling pioneer village beset by legal struggles to an industrial center which furnishes food, clothing, and tools for the nation. The river furnishes recreation and also trade as the barges carry on the traditions of the steamboat. The rich farm land surrounding Alton produce the finest corn, the finest asparagus, the finest peaches, and the finest watermelons in the nation.

Alton as the hub of all this industrial and agricultural activity is no longer "a place of extensive back country trade." The location of Alton in the heart of the mid-west increases her commercial importance to Madison County and to the nation.

Church Was Pleasant Ridge Unit

By MRS. ORRIN BLACK
OF THE INTELLIGENCER

The community known as Pleasant Ridge is located south of St. Jacob had its beginning over a century ago in a thrifty farming community when a church known as the Pleasant Ridge Baptist Church and a log school house known as the Pleasant Ridge School were built about a mile apart.

The Pleasant Ridge Baptist Church was constituted prior to 1844 with 25 members. Its first pastor was Rev. Joseph Lemon. This church was the center of all religious and most social activities. In later years the original church was replaced by a three room church which was built by the pastor, Rev. McCormick, assisted by the farmers of Pleasant Ridge, who were members of his congregation.

The ladies also did their share in helping erect this House of God by serving bountiful dinners to the workers. They helped too, in other ways. In the Pleasant Ridge news published in the "Lebanon Leader", Lebanon, on Friday, March 10, 1897 is the following item: "The Ladies Aid Society have again given $20 for the church to aid in paying the expenses of painting, etc."

Another item states:

"Mrs. Julia Porter last week received a handsome Bible as a gift from her Sunday School class, and Mrs. Archie Bussong received one also as a gift from the Pleasant Ridge Sunday School teachers."

Mrs. Julia Porter was the mother of William and John Porter who reside in this community.

The Pleasant Ridge news of 1897 concluded with a lengthy account of the wedding of "two of our popular young people, Miss Ella Tate and William Townsend."

It is interesting to note their daughter, Edith, grew up, married and is Mrs. Orrin Black, who has served as the Pleasant Ridge correspondent for the Intelligencer for the past 28 years.

The Pleasant Ridge Church was abandoned about 28 years ago and is no longer in existance.

Larger School

The original Pleasant Ridge school was torn down in later years and a larger new school was built and its name changed to Virgil School. This school burned in 1918. During the time the new school was being built, school was held in the Pleasant Ridge Baptist church. This school served the community until the schools were consolidated. It was sold several years later.

Included in the Pleasant Ridge community is the Terrapin Ridge cemetery, a country cemetery where most of the early settlers of this community were buried. It consists of 2 acres and was donated by the Townsend family, ancestors of the present Townsend family, for burial purposes. This cemetery is at present cared for by a board of Trustees, consisting of Everett Pyle, Orrin Black, Clifford Townsend, Dennis Townsend, Edward Faires and John Faires, all decendants of the original settlers.

Shurtleff Had Medical Course In'41 -- By Mail

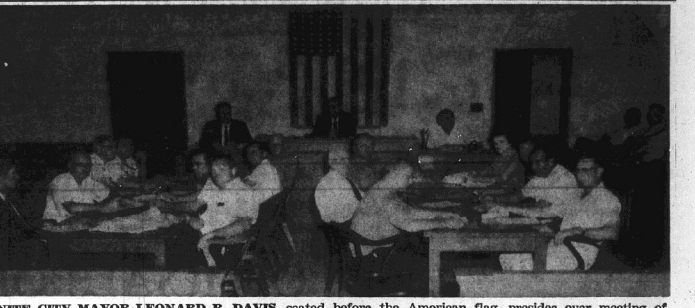
Shurtleff College conducted one of the early correspondence courses—and the study was in medicine.

In 1841, the Alton college offered instruction—by mail — in the healing arts.

Austen K. DeBlois in his "The Pioneer School" wrote:

"Nearly all of its (the "medical school") work was to be conducted by correspondence. The medical students were to pursue their studies in absentia, undergoing examinations from time to time, and receiving their diplomas upon the completion of the brief course of study. Dr. Perry (president of the medical school) prided himself on the fact that he was the originator of this non-resident method of work."

Although several capable physicians were on the faculty, the school did not exist long, historians relate.



GRANITE CITY MAYOR LEONARD R. DAVIS, seated before the American flag, presides over meeting of City Council. To right of mayor is seated City Atty. John Gitchoff (without jacket). To left, Robert Stevens, acting city clerk for the meeting. Far left row of aldermen from nearest to camera to the back consists of Arthur Wiezer, Rufus LeMaster, Walter Nonn, and Steve Basarich; second row, Frank Vesci, Ford Johnson, Edmond Bartosiak and Sam Whitmer; third row, Casmer Skubish, Sam Shackelford, Joseph Cuvar (Estill Von Schmittou absent); and far right row, Paul Rutledge, Donald Partney, Charles Meyer, Mrs. Gabrielle Betinec.—(Press-Record Photo)

Midway Was Named For Its Locale

By MRS. LLOYD FRILLMAN
Of The Intelligencer

The Midway Community is eight miles north of Edwardsville, and eight miles south of Bunker Hill on Route 112.

Being a center location it was called Midway.

They have a service station, garage, grocery store, church and new school. At present time the population is about 140. According to numerous witnesses, St. John's Evangelical Church was established on its present site as a Presbyterian Church in about 1860. Ludwig Page helped build the first church.

In the beginning a log school house served both for worship services and school meetings. Mr. Mehrmann was one of the first engaged to serve in this capacity. Two rooms in back of the school house were added to provide him with living quarters. Mr. Mehrmann was succeeded by Rev. H. Blanke minister of the German Presbyterian Church at Fosterburg, who came here to preach on alternate Sundays. He is remembered as coming during the Civil War days wearing long leather boots and riding a bay pony during sunny days as well as in stormy weather and through deep mud. His stepson, Mr. Sucss, taught the week day school.

Thus in those early days the young church had both a preacher to conduct worship services, and a resident school teacher. During the Civil War days, teachers and children provided troops passing along old Springfield Road with coffee and sandwiches.

By 1869 there were quite a number of people of the Evangelical faith moving into the community, some coming from Missouri, such as the Helmkamps; others coming from Germany as the Roessels, Zoelzers, Henkes, Schoebers, and Volgers. The newcomers, and others living here longed for the accustomed Evangelical worship services, but having no house of worship, services at first were held in the homes. Apparently, due to the division in the community between Presbyterian and Evangelical people, neither group was strong enough to maintain a church with a resident pastor. Better judgment finally prevailed and the two factors became reconciled.

Being in the majority, the Evangelical people organized our St. John's Evangelical Church, now known as St. John's United Church of Christ and acquired the present property site. It includes a church (which has recently been enlarged), parsonage and cemetery. The grounds were given to the church by two neighbors, Adam Bote and Crist Lowenstein. The church property was enclosed by a rail fence with an eight foot lane between the two properties leading from the old Springfield Road to the the church. A foot path was formed on one side of the lane, because people in olden days often walked quite some distance to come to church and children walked to attend school. In later days W. F. Henke donated land to widen the lane to a fifty foot township road.

In 1927 W. F. Henke purchased the Dan Lowenstein farm and 1929 opened the Midway Service Station so from then the community got its name Midway.

In 1950, Henke built a lake ¼ mile east of the service station known as Lake Heights Subdivision, which is incorporated and has 13 homes. In 1957 the new three room school and gymnasium was erected on a four-acre tract donated by W. F. Henke, located 1/6 mile east of the Old Springfield Road. The school has three classrooms, fourth, fifth and sixth grades, with Mr. Charles Woods sixth grade teacher, Mrs. Arthur Henke fifth grade teacher, Mrs. Naomi Zeisset fourth grade teacher, Mr. Dean Peiper of Staunton, Principal, and Mrs. Walter Gueldener as custodian and assistant cook.

The two oldest homes are about eighty years old. The old Lowenstein home is now owned by Mr. and Mrs. Harry Ralston who also own the Midway Service Station and Grocery Store. The other home was built by Carl Henke, father of W. F. Henke, now owned by Mr. and Mrs. Walter Gueldener.

Granite City Has Grown Into A Major Industrial Complex

Granite City has developed into an outstanding industrial complex of Madison County from a small farming village of the Nineteenth Century.

The community was founded in 1802 by Dr. George Caldwell, a "lively, enterprising Yankee," who poled his way on a skiff from Ohio and set up farming and practicing medicine on the 200 acres that are now in West Granite.

The next settlers were the Hawk, Braden, and Kinder families who migrated from Wheeling, W. Va., saw the place was "nothing but a sand prairie," and gave it the name Six Mile Prairie.

Then the name was changed to Kinder Hook in honor of Calvin Kinder, one of the pioneers. A few years later a railroad line ran through from East St. Louis and Alton and a railroad station was built.

Kinder Hook

Kinder Hook remained a model farming village until 1891, when William F. Niedringhaus, a St. Louis industrialist, arrived via the old Alton Road at what is now Niedringhaus Avenue and the railroad tracks. He settled upon Kinder Hook as the ideal location for an industrial center, and in the spring of 1893 made a land purchase.

The city was surveyed and the first for the center were filed in Edwardsville May 20, 1893. In 1895 the Granite City Steel Plant, American Steel Foundries and the now defunct Marble Lead works were founded. The new industries produced mostly graniteware products, and from them Granite City got its name.

The following year, the St. Louis Stamping Works, later known as Nesco, was founded and Kinder Hook was on its way to industrial growth. The Commonwealth Steel plant, which was in 1929 purchased by General Steel Casting Corp., was built in 1902.

City Government

City type government began in Granite City in 1896 with the first council office at the railroad tracks on 19th street. Quincy street, 21st Street and the railroad tracks bounded the city at the time, and the city had board sidewalks and cindered streets.

Immigration and the demand for industrial labor created housing shortages in Granite City in the early years and a "Hungry Hollow," now called Lincoln Place, was established. Population of the city had grown to 3,112 by 1900.

The first labor strike by newly-formed unions took place in 1902 against the American Steel Foundaries over the "swift pace of production."

Granite City survived a flood roof-top deep in Hungary Hollow and West Granite in 1903; but growth continued, and in 1910 the population was 9,903.

The McKinley Bridge built in 1910 linked Granite City to Missouri. The Illinois Traction Company of Sen. W. B. McKinley for whom the bridge was named began shuttling passengers between Granite City and St. Louis for a streetcar fare of five cents.

The Washington airdrome featuring vaudeville shows and silent movies was opened in 1911, and next year Woodrow Wilson campaigned for the presidency from the platform of the airdrome. Charlie Chaplin delighted audiences there in 1916 with his antics in "Tillie's Punctured Romance."

The Granite City Public Library was opened and the city got a new post office in 1912. An experiment in an eight-hour day began in area industries that year.

World War I Comes

A new period of development began for the city when World War I broke out. Industries operated at peak production making munitions and equipment and employment doubled during the war. Housing shortages and hopeless congestion in schools became problems, and two influenza epidemics, in 1918 and 1920, involved 1200 illnesses and caused a total of 55 deaths.

In the period following the war, a public high school was built and a park district was created. The park district purchased 52 acres, including ground for Wilson Park which was opened June 15, 1925.

In 1929, Granite City was progressing, with a $68,000 public library, a $150,000 city hall, and a $350,000 high school just completed when the Great Depression set in. Industrial production plummetted, businesses folded and unemployment reached epidemic portand in 1934 there were 4000 Granite City residents on the relief rolls.

Granite City recovered through the New Deal and emergency measures, but recovery was slow. By 1937, however, the number of families on relief had declined to 400 and the economy was being revived. The Granite City Steel Co. modernized its plant and during the year ran two strip mills.

Meanwhile, a bus system was established here and has since developed into The Community Coach Co., which connects the Quad-Cities with St. Louis.

Granite City again entered a period of humming activity in December, 1941 when World War II broke out. Industrial expansion became a regular thing as new plants were built and old ones were enlarged.

Planning Era

Planning which began in 1938 seemed to mark the beginning of a new era for Granite City, culminating in the All-America City award in 1959. The wartime economy saw a construction boom got under way with residential expansion and the building of the Granite City Army Engineer Depot — the largest of its type in the world. Civic problems such as housing shortages and shortages of consumer products seemed to spur the citizens to efforts of improvement.

World War II brought rationing of meat, autos, gasoline, tires and other goods, but Granite Cityans accepted the controls willingly, recognizing the need for them. They produced huge volumes of vital defense equipment at local industries.

Post-war urge to progress was manifested by the creation of the Bi-State Development Agency, opening up of choice residential areas for expansion with Nameoki's annexation to Granite City, the building of schools and churches, and a shopping center and the construction of the Chain-of-Rocks Canal and locks which added a new dimension of river transportation. School children at one time had to attend makeshift classes held in churches but in 1952 Granite Cityans voted a $3,840,000 bond issue and again in 1958 one for $2,200,000.

An Era Fades

In 1958 the last trolley car line succumbed to progress. The achievements which brought Granite City the All-American award in February, 1959 were numerous. Besides the canal and locks, new schools, shopping centers and suburban expansion, the A. O. Smith auto frame plant was built, Granite City Steel undertook a large expansion program, a First National Bank Building was built, and Granite City Steel erected the city's first skyscraper office buiuding. A 100-bed annex was built at St. Elizabeth Hospital, the YWCA was modernized, new banks have been built and successful campaigns were waged against vice and crime in and on fringes of the city. Granite City's 1960 population was up by nearly 6000 persons from the 1955 census, and community leaders believe the city is just on the threshold of even greater growth.

Mayors of the city have been J. G. McRoberts, 1896; Mark Henson, 1897-1898; Julius Rosenberg, 1899-1902; John Edwards, 1903; John B. Judd, 1904; Morgan LeMasters, 1905-1908; Charles A. Uzzell, 1909; George Kennedy, 1910; M. E. Kirkpatrick, 1911-1914; J. C. Steele, 1915-1916; Kirkpatrick again 1917-1918; Bert E. Hodges, 1919-1920; R. E. Robertson, 1921-1926; Kirkpatrick, 1927-1932; A. M. Jennings, 1933-1934; Kirkpatrick, 1935-1942; E. B. Grantham, 1942-1945; C. W. Moerlien, 1945-1949; and the present mayor, Leonard R. Davis who was first elected in 1949.

The first will ever drawn in Madison County and officially passed upon by the court was written on December 20, 1813, for Benjamin Young and was admitted to probate on Jan. 18, 1815, which was during the December, 1814, term of court.

In Loving Memory Of

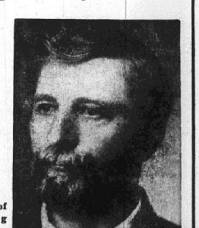
WILLIAM H. BOHM

Madison County Public Spirited Citizen

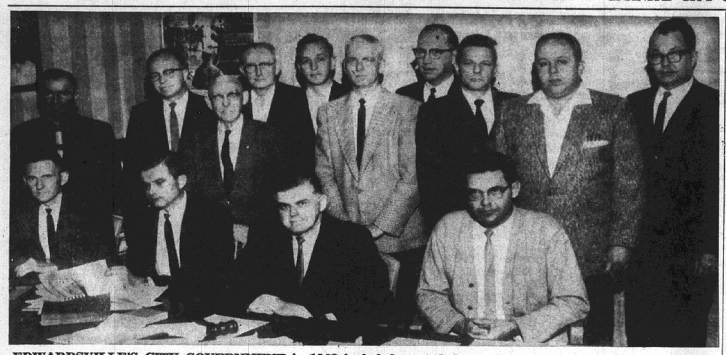
★ **Builder of the Bohm Building, Edwardsville**

★ **Madison County Board of Supervisors Building Committee when the present Court House was erected**

★ **Supervisor of Edwardsville Township for several terms.**



From His Children



EDWARDSVILLE'S CITY GOVERNMENT in 1962 included, seated, left to right: City Treasurer Joseph F. Rotter, City Attorney Robert E. L. Trone, Mayor Raymond O. Rogers, and City Clerk Alvin E. Wooldridge. Standing, Alderman Maurice Fruit, Gerald Klingel, Henry Kreuiter, Wilbur Flavin, Jesse Hessel, Clyde Hartung, Orville West, Charles Bode, Logan Bayer and Victor Thegze. (Intelligencer Photo)

County Seat Has Seen Era Of Growth in the County

By ELAINE ALBERTER
OF THE INTELLIGENCER

LeClaire was a Frenchman who believed in social communities.

LeClairie, Illinois was a cooperative village once studied as a model of a social commonwealth throughout the world.

LeClaire is a part of Edwardsville, annexed in 1934, born with the N. O. Nelson manufacturing plant on a profit-sharing theory of the founder.

LeClaire sprang from the middle of a corn field and when it came of age — 21 — the pioneer spirit of its founder swelled.

But like many pioneers who traveled to the Land O'Goshen, N. O. Nelson and company stopped briefly and went on.

Like the French fur hunter from Quebec and those in search of a northwest passage to China. Like the militia men granted land for services who sold their claims for a few dollars. Like the LeTrappe Order of Monks choosing the mound of Indians no longer there for their settlement, and also abandoning the site.

First to Stay

Then there was Tom Kirkpatrick — North Carolinian. He turned part of the Land O'Goshen into a settlement. A "bit o' log and a bit o' sweat" from the Irishman began Edwardsville on the high bluff above Cahokia Creek in 1805. A good defensive site could make the difference between being killed or not. The logs made a two room cabin with a "dog walk" between them on Kirpatrick's 100-acre claim.

(Edwardsville can be considered the second or third oldest incorporated area in the state. Shawneetown and Cairo were both established first. However, the original Shawneetown has been put under water by a dam construction with the new Shawneetown located further up a hill. This in essence makes Edwardsville the second oldest incorporated area in Illinois still at its original site.)

And others stayed.

The Indians stayed, the Kikapoos, Potawatomies, and others stayed.

So, Tom Kirkpatrick built a blockhouse to which the women and children could flee if their men were called to defend their homes as a member of the Rangers or when unexpected attack occurred. Col. William Russell, a famous Indian fighter, commanded three hundred men from the vicinity. They had to furnish their own clothing, horses, guns, and at first, to forage their own food whhile defending the pointed logs 12 to 15 feet high forming Fort Russell.

Possibly signals could be given across the creek valley from the blockhouse to the fort.

The budding spring of 1812 erupted into a series of violent earthquakes that had harassed the settlers since December. So intense were the quakes that they caused the Mississippi River to reverse its flow and change its course, cutting off a bend that became Reelfoot Lake in western Tennessee.

County Seat

When the fencing of the wilderness began and Madison County was formed in that same year, Kirkpatrick's place was declared the seat of justice by Territorial Governor Ninian Edwards. Edwardsville, as the county seat, brought the government land office and Indian Agency to town.

People came to register their claims and people came to buy land surveyed by the government. People came to deal with the Indians. Officials came to make treaties. The settlers and Indians came to trade.

The name of Edwardsville quickly became known throughout the eastern states and 1819 brought booming growth to the community. From 1815 to 1834, families mushroomed from 7 to 70.

Early Newspaper

Hooper Warren, firey editor from Cincinnati, rolled out the Edwardsville Spectator, first in the city and third in the state. Warren and his spirit were action itself in the broiling political issues of the time that bubbled up in the town where congressmen and other influential men resided — the town to which ambitious young men flocked to launch their efforts to wealth and prominence.

John T. Lusk's hotel gained a spreading reputation with its necessary good cusine and soon became the mecca of St. Louisians and Altonians.

Brutality

And violence sometimes reigned. Captor of warring Indian Black Hawk, James D. Henry, had a brutal revengeful temper. Living in Edwardsville before he captured his military fame, Henry was a shoemaker. Fancying a Negro slave named Jarret had insulted him, Henry dragged the hiding man from a livery stable, stripped him to the waist and roped him to a horse rack in the street. Wirn the sheriff, other law officers, and a hundred men from court sessions looking on, Henry raised the hickory whip and slashed away. Jarret pleading for mercy, found only the edge of a bowie knife against his bare stomach and heard the demand to submit to punishment or die immediately. Mrs. Roland P. Allen, wife of the livery stable owner, bolted to her kitchen and swept up a huge carving knive after pleading with the bystanders to stop the brutality and getting no help. The woman slashed the ropes which bound the Negro as Henry stood with his mouth agape and arm high in the air. The 6-foot shoemaker lamely rebuttaled with a comment, "a lady might tie his hands but no man had better oppose him."

Stage Coach Line

Edwardsville was the most noted town in Illinois.

A stage coach line began in 1822 from St. Louis to Springfield, passing through Edwardsville on Friday. They made it from Edwardsville to St. Louis in the same day if traveling was good.

Mail for the new post office in Abe Prickett's store came en route via Edwardsville to Vandalia.

In the flourish of growth and unceasing absorbtion of new elements, the ways of life altered. "The rude clothing of the frontier gave place to broadcloth and lace of men for dress-up and silks and satins from the east replaced the product of the spinning wheel and the loom for women. Weatherboard was applied over the logs of the cabins, or the home was built entirely of sawed lumber, as it became available."

But, Alton and St. Louis were growing too, and by 1833 they had absorbed Edwardsville's trade. The population declined and fermenting pressure to remove the county seat to Alton added to the halt in growth. Finally, a provision in the state constitution which was to make removal of a county seat extremely difficult, eased the mounted pressure and Edwardsville began developing again.

Business Changes

A complete change in business occurred with the erection of the third of four courthouses in upper town. Until 1857 the public square and business district were located at the site of the present Lincoln School located on North Main St.

It deserted the lower town and followed the move up the street. During the shift only a very few businesses boasted wares which are now found elsewhere such as mills, clothing, dime and drug stores, jewelry shops, hardware, and grocery stores, public utilities, gasoline stations, root beer stands and the numerous other business establishments which the citizenry now takes for granted in their daily lives.

Main Street, oozing six inches of black mud after heavy rains and boasting great holes dug by clumping horses at their hitching posts, was transformed into a paved, central arterial in 1897.

Grateful citizens no longer teetered across foot stones 12-inches higher than the street level with mud puddles or dust baths, depending on the season, jeering any misstep.

A Real Newness

New faces and fronts on Main Street are slowly appearing and business campaigns are prevalent under the direction of the Chamber of Commerce. Downtown Merchant Assn. and the Montclaire Merchant's Assn. Edwardsville is again in transition from the picture of a serene residential city to be a college town.

Commute to Jobs

Today industrial workers commute to nearby cities such as Granite City, Wood River and Alton for work but continue to live in the treelined streets of Edwardsville. Farms surround the area.

Outside of the city Southern Illinois University's 2600 acre campus is being laid out and brick, soon to become the alma matered halls of ivy, is still sectioned wheat and corn fields. In June, 1962, the third graduating class for this center received their degrees.

Schooling

Edwardsville boasts of a new junior high school building eye-catching as travelers enter town on By-Pass 66, the Columbus center, Lincoln School, the new LeClaire School and the addition to this latter school getting underway just this summer, and the high school of about 970 students.

The present buildings are a far cry from the first school under the mastership of Joshua Atwater in the "loud" school in which children recited lessons out loud and could be heard down the street — or the conscription schools — or the "female academy" which was part of Edwardsville of the 1800's.

And the 4574 school children find summer entertainment in the little league and city softball league and the playground programs. The Little League just put up $10,000 worth of new lighting equipment this year.

On summer evenings music from the City Park where Madison County's 100th anniversary monument now stands, is heard and benches in front of the bandstand are usually filled. Nearby soda and other refreshments are sold by Girl Scout and Boy Scout troops while lights shine from the Carnagi-dedicated library.

New Fair

Almost everyone has a hand in the newly promoted "Town and Country Fair" staged with booths set up by clubs and organizations in the Chamber of Commerce and adjoining parking lots. To fill their treasury, members of the clubs take turns serving their customers from spare ribs to drinks and providing booths for carnival entertainment.

Edwardsville is a part of the Land O'Goshen, the American Bottom land, so named by Rev. David Bagley because of its fertility and beauty as surely as a land of promise, when he first saw the country embracing Madison County in 1799.

From 1876-82 there was no high school in Edwardsville.

Indians Eyed the White Man

The rapid settlement of the country by the whites was regarded with a jealous eye by the Indians, who beheld, year after year, their favorite hunting grounds despoiled by the adventurous white, who were gradually but surely forcing the aboriginese toward a still more distant wilderness.

In consequence of this, the Indians, incited by British agents, manifested a decidedly hostile spirit just previous to the declaration of war against Great Britain in 1812. Gen. Harrison's victory over the Indians at Tippecanoe, Ind., in the summer of 1811 created considerable commotion among the white settler on the border, who had reason to apprehend a general Indian war.

At a short distance northwest of where Edwardsville now stands a fort was constructed, which was named in honor of the gallant Col. William Russell. Gov. Edwards made Fort Russell his headquarters and fortified it in such a manner as to secure the mititary store and munitions of war.

A second military station was was erected on Silver Creek, a short distance northeast of Troy.

Dr. Henry C. Gerke Prepared Own Grave

Dr. Henry C. Gerke, one of St. Jacob Township's pioneer settlers, made considerable preparation to insure that he would have an adequate burial place when he died.

Brink's Encyclopedia of Madison County records that Gerke "dug and walled up his own grave, preparatory to his sepulcher, four years before his death." Gerke died in October, 1842.

He had moved his family from Germany in 1832, settling in the Herrin area. Dr. Gerke's numerous books on history and conditions in North America greatly influenced the German immigration here.

One of his sons, Phillip, became a prominent artist in St. Louis.

Henry Gerke's grandson, also named Henry C., was associate justice of the County Court in the 1870's.

A Teacher's Association for Madison County was organized in April, 1858.

Venice Has a History that Dates Back Six Years Before Illinois Became State

Venice, officially 84 years old, is actually the "father" of the Quad-Cities with a history dating from 1812, six years before Illinois became a state.

The settlement of Venice was begun when John Atkins arrived from Kentucky shortly before the outbreak of the War of 1812 and Atkins was present at the signing of the peace treaty of the United States and Great Britain at Portage des Sioux, a short distance above Alton on the Missouri side of the Mississippi River.

The second settler was Daniel Lockhart who built on an elevated ridge a short distance from the site of the old Venice elevator, and in 1815 John Anthony began a rental service of flat-bottomed skiffs for persons wishing to row across the Mississippi to the Missouri side.

Venice developed as a terminus of the old "national way," then a 100-foot wide wagon route from the east coast. The trail which terminated one-third of a mile north of the site where the old elevator was to be built was also known as "Old Rock Road," and is now Broadway Avenue.

Meeting Place

Venice first became significant as a meeting place for drovers and traders on their way to St. Louis, and as a crossing point on the Mississippi. Anthony's ferry service proved unequal to the demand of traffic and in 1826, Matthew Kerr, a St. Louis merchant for whom Kerr Island was named, began operating a ferry boat, "Brooklyn," powered by horses on a treadmill. Later, traffic to St. Louis was carried by a steamboat called "Little Jim."

A young Army engineer, Lt. Robert E. Lee, in 1842 directed the building of an ill-fated dike extending the national road from the mainland to Kerr Island. Lee two decades later led the Confederate armies against the Union in the Civil War. The bridge was carried off by the flooding Mississippi, rebuilt, and finally the project was abandoned after another flood destroyed the second bridge in 1851.

A series of five serious floods plagued Venice until the early years of the Twentieth Century. Venice was a growing settlement with two hotels, two livery stables, three general stores, and two blacksmith shops in 1844 when a flood reduced the town to two buildings, one being the first brick built there. Venice rebuilt, and after a similar flood disaster in 1851 Venice rebuilt again. A levee was built, but in 1883 five feet of water swept through the streets when the Mississippi surged over the levee walls. The floods ended when high levees were built after the 1892 and 1903 floods, one of which destroyed the first Venice Methodist Church building.

The small river settlement became officially a village on June 28, 1873, under the name given it by Dr. Cornelius Campbell, who with the help of Charles F. Stamps, laid out the community. The frequency of flooding during Venice's early years prompted naming the settlement after Venice, Italy, where "streets of water" are navigable by small boats.

Government Begins

Village government was begun in Venice in 1873 when the population had grown to 800 despite flood disasters. One of the first measures of the new village board of trustees was grading and macadamizing the streets.

A period of prosperity and commercial growth began in the 1870's. The Venice elevator was erected in 1871 and operated to a top capacity of 3,000,000 bushels of grain by 1925 when the elevator was destroyed by fire. The Madison County Light & Power Co. plant replaced the elevator at the site, and nearby the Union Electric Co., Venice's largest industry now operates.

Retail businesses were hampered by the St. Louis trading area but, devoted to local trade, many survived as neighborhood stores.

Railroad Lines

What has been most prominent in the later growth of venice are the huge Union Electric power plant and railroads. Rail lines converge in the Venice area and railroad facilities were given impetus in 1890 by the opening of the Merchants Railroad Bridge. Nickel Plate and Terminal railroads now operate yards and the Big Four, Wabash, and Golf, Mobile & Ohio roads maintain right-of-ways in Venice.

City Government

Venice assumed the city form of government March 16, 1897. Five Village presidents served until 1897: Henry Robinson, Francis McCambridge, Theodore Selb, Thomas P. Mcfee and James Brammell.

Brammell also served as mayor after incorporation as a city, and there have been nine mayors since: Dr. J. W. Scott, 1899-1911; Dr. John E. Lee, 1911-1915; John Selb, 1915-1917; and Lee again until his death on Dec. 8, 1944; Arthur Schmitt, to 1945; Edward Hagnauer, 1945-1946; Schmitt again after Hagnauer's death in 1946; Harry T. Hartman, 1947 to 1953; Frank Reidelberger Sr. 1953-1956; and Leo Devany, 1956-1957, after Reidelberger's death.

Dr. John E. Lee, who has served as mayor since 1957 is the son of Dr. Lee of the same name who served as mayor 31 years before his death in 1944.

Historic churches of Venice include St. Mark's Catholic Church, founded in 1883, the Venice Methodist Church, founded in 1876, and the Venice Baptist Church, built on Calhoun Street in 1895 and now on Klein Street.

One of Venice's earliest residents, Rev. Peter Kaenders, served as pastor of St. Mark's Church from the church's origin until his death in 1921. The church and parochial school were relocated from Third and Granville Streets in 1893 in the present brick building at 600 Broadway Avenue.

It was Father Koenders who supervised establishment of St. Elizabeth Hospital in 1911. St. Mark's parish bought the Evangelical Lutheran Hospital that year, and he remained active in in both the church and hospital until retiring in March 1921, two month's after St. Elizabeth Hospital was sold to its present owners, the Sisters of Divine Providence.

The Venice Methodist Church buildings are the fourth to house the institution. Fire destroyed the original church building in 1880 and a second structure was swept away by the flood in 1903. The church moved to 224 Broadway after a third building was destroyed by fire Feb. 22, 1948.

Gov. Edwards lived in Edwardsville from 1818-1825.



VENICE OFFICIAL FAMILY pauses at a City Council Council session. Seated at left are, front to back, Aldermen William Griggs, Louis Ratliff, Hank Svezia and Harry Buente. Seated at right, from front, are Aldermen Oscar King, Arthur Means, George Manzarraino and James Miller. Standing from left, Mayor John E. Lee, City Clerk William Ebersoldt and City Treasurer Bernard Anderson. (Press-Record Photo)

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LIVINGSTON OFFICIALS—Members of the Livingston Village Board and town officials are, from the left, seated: George Balen, trustee, Victor Mosele, attorney, Anton Karnosky, treasurer, George L. Robertson Sr., clerk, Steve Ruzevich, mayor, and George Augustine, trustee. Standing, John Bohenen, resident engineer, Gerhardt Deininger, Edward Hainaut Jr., George Wentler and George Kreuter, all trustees, John Skamenca, street superintendent. (Intelligencer Photo)

Livingston Coal Fields Gave Impetus To Early Expansion of Community

By MRS. JOHN KOPUSTER
OF THE INTELLIGENCER

COAL: A brittle, amorphous substance derived from ancient vegetation. A solid mineralized vegetable fuel formed from partly decayed plant life deposited under great pressures in the earth during the Carboniferous period. A black mineral composed mostly of carbon that burns and gives off heat, and can be efficiently utilized by industry to create energy.

Yes, Coal, is greatly responsible for the creation and being of the Village of Livingston.

In the early part of the Twentieth Century (1900-1903) a group of St. Louis business men and financiers in search of fuel for industrial uses discovered a seam of bituminous coal in the northeastern part of Madison County. A drilling program established the vein to be continuous and contiguous about 72 inches in thickness, and lying about 300 feet below the earth's surface. It extended for miles in each direction, which insured a vast supply for many years. An analysis proved the coal to be of good quality for making steam.

Role of Steam

Steam in that era played a vital and essential role in industry. Steam to operate rail locomotives and steamships in the transportation of man and commodities; steam to energize machines in factories; steam to run saw mills in the production of lumber; steam to generate electricity; steam for space heating of homes, offices and manufacturing plants; steam to drive threshing machines to separate the grain from the chaff, and even steam driven automobiles. Today a number of fuels are in use which have supplanted coal, viz; natural gas, oil, gasoline and diesel fuel. The two newest and not fully explored, which may prove to be the mightiest, are solar energy and nuclear power. In nuclear power, the reactor takes the place of the firebox under the boiler. Nuclear fuel, the fissionable isotope derived from uranium, takes the place of coal. Imagine the vast changes that can take place since ONE TON of uranium is potentially equal to THREE MILLION tons of coal, and the energy of sunlight that falls on this country in a year is several thousand times greater than all the energy manufactured by man and industry in the same area in equal time.

Coal Rights

Coal rights for underground mining and surface land for the tipple site and railroad car tracks was acquired. This was simultaneous with the building of a rail line from St. Louis, Mo., to Hillsboro, Ill. by the Cleveland, Cincinnati, Chicago & St. Louis Railroad Company, known as the Big Four Railroad. This line was completed in time to transport people of this vicinity to the world's fair held in St. Louis in 1904.

Surface land was purchased from the Henry Burns family and the John Livingston heirs, on which was erected a wooden mine tipple and buildings that housed machinery pertinent to hoisting of coal and to generating electrical power used in the mining of coal.

In 1905 the dream of the mine owners was fulfilled. Coal was mined and sold by The New Staunton Coal Company. J. P. Hebenstreit was the first mine superintendent. On his death his son, Tom, was given this position. Upon Tom's retirement, another son and brother, to Tom, became superintendent. This was Joe Hebenstreit, who remained in that position until 1932, when the mine was acquired by another group and operated for a few years. "Joe," as he prefers to be called, and his wife stil lives in Livingston, where he played a major role in politics, having served as mayor, village clerk and councilman. Much of the mining data and information contained herein was contributed by Joe.

Another good source of statistical information was a thesis written by Anton W. Perne, while a student at the University of Illinois, entitled, "Declining Illinois Mining Communities," which required almost three years of research. He was an instructor and coach in the local school system, graduating to principal and superintendent.

With the development of the mine and increased production came prosperity, and an influx of people to an area of acute housing shortage. The coal company purchased land and built company houses to rent to employes. Many of these homes contained lumber used at the St. Louis World Fair. Wells excavated to depths of the first underground stream or spring, usually to a depth of about 25 feet, and make-chift cisterns to collect rainfall were the sources of water supply. Outdoor back alley booths served as toilets, not sanitary and without plumbing, but convenient. A company store selling meats, groceries and a few items of apparel was erected and operated by the coal company.

Other venturers moved into the area and set up shops and stores Some came in offering professional services. The first saloon was housed in a tent, and in spite of the flies, did a thriving business. By 1912 it was not uncommon to find a dozen people sheltered in a space of three or four rooms. This group included the man, his wife and children, and boarders who could not find lodging elsewhere. Some public boarding houses were soon in use, where a bed and board was available, but the rapid increase in population kept the housing and lodging situation critical.

Government Comes

The need for local government arose and in 1905 a village, under the laws of the State of Illinois was formed. It was named Livingston, after the family name of the persons from whom the bulk of the townsite was acquired. David G. Livingston was elected the first Village President or mayor. Henry Meyer was elected Village Clerk and Sam Nash, William Atkins, Fritz Neuenschwander, James Wilson, Joe Kniser and August Busker as councilmen. Thomas McCullister was appointed as Treasurer. The meetings were held in the McKittrick building until 1907, when a village hall was built which also housed a calaboose or jail. This hall was destroyed by fire in 1912. The present hall was erected in 1913, when the late Joseph E. Healey was mayor. Mayor Healey was a merchant in Livingston for many years and quite active in local and county politics, having served as County Probate Clerk.

Public school classes were first conducted in various buildings in the village, and in 1907 the first schoolhouse was erected. With the increase in population and school enrollment, it was necessary to enlarge the school in 1912. In subsequent years, as the need arose, additional school facilities were added including the erection of a brick school building near the old wooden structure. Both schools were used but were inadequate. The enrollment at the grade school rose from a few in 1907 to over 500 by 1924.

Today a modern grade school building is being completed and should be ready for occupancy by this month. A parochial school was also successfully operated for a number of years.

Schools-Churches Founded

The first high school classes were held in one of the rooms of the grade school in 1916. Pupils of grade school and the high school shared the same room for study and classes. German language was one of the high school subjects taught, and the enrollment consisted of six persons. In 1926 the present high school building was completed. The high school enrollment in the middle 1930's exceeded 160 pupils and remained that number for several years. A vast gymnasium was added to the high school in later years, and the old gym was converted to manual training class rooms.

Religious worship was first conducted in homes and other available buildings. Many attended churches in neighboring towns, traveling on foot or by horse and buggy until such time when bus services became available. In 1911 a Methodist Church was built. Services were held in it for years. When the congregation dwindled and services were discontinued, those remaining attended churches in other towns since travel means were then abundant.

The erection of a Roman Catholic church was started in 1913. Before the edifice was completed it was destroyed by fire. A new structure was soon started and completed the same year. Some time later a parochial school was built and classes were conducted until about 1932. The economic condition of the area at that time was dire. The mine had closed for the first time in 1930. This caused a loss in population and a decline in school enrollment which contributed to the cause of the closing of the school. Today the Sacred Heart Church has many parishoners and will mark its 50th anniversary next year. A major remodeling program is now in progress on the church structure. When this is completed this will be one of the finest and neatest churches of its size in the state.

In 1916 contributions were solicited for the building of an Orthodox Catholic Church which was built and services were conducted for a number of years. This church, too, was discontinued after membership loss and introduction of modern transportation.

In 1931 a group of followers of the Lutheran faith acquired the building of the former Orthodox Catholic Church. They strived very hard to completely remodel the structure doing their own work. An annex or church hall was also added to the premises. Today the Holy Cross Lutheran Church is a valuable asset to the community.

A Baptist minister, with some followers, started revival meetings and church services in a tent about 1940. At the outset they were plagued with acts of vandalism which resulted in the cutting of tent anchor ropes and the ripping of the tent fabric. This did not discourage no defeat their purpose. They vainly struggled toward an end to erect a church building which was completed in 1941. The Bapitst congregation grew, and is still growing. Some additional properties have been purchased and remodeled which serves as an office and housing for their minister.

Professional People

Some of the doctors who practiced medicine here were: Doctors Kring, Vogt, Vaught, Runyan, Tietze and Berry. Dr. R. C. Berry had served the community from 1914 until his retirement in July of 1948. Today Livingston has two physicians, W. R. Greenwood and Quentin Wick. They have offices in the former Dr. Berry Building, which has been enlarged and to which more equipment has been added for better diagnosis and treatment of patients.

In 1915 the first volunteer Fire Department was organized and Tom Beynan was chosen as the first chief. After him there were many, but the one who was most prominent and had longest tenure as chief was Bert Dunlap. Only one charter member of the original firemen remains on the department. He is George Kreuter, who has served as a firefighter continuously since 1915. Kreuter participated in contests at the St. Louis Worlds Fair, while a member of the Edwardsville Illinois fire group. He was active in Village politics having served as Village fire group. He was active in Village politics having served as village clerk and councilman. He was postmaster of Livingston and retired from that position a number of years ago.

The first fire-fighting equipment consisted of a hand drawn hose cart and hook and ladder wagon. A bell atop the village hall served as an alarm. Only the business section and the adjoining area to the east had a water line and hydrants. During the WPA era water collecting wells were dug to cover the area north of the tracks and the south part called "Germantown". Today the fire department has well trained men and modern equipment. It now operates a Fire Protection District.

Railroad's Part

The railroad played a big role in the development of Livingston. It brought in needed commodities and hauled away coal. Insulated warehouses were situated along its side tracks where ice and beer were stored. Express trains brought in meats and produce in refrigerated cars. The merchants would arrange to meet these trains to claim their perishable merchandise.

The railroads offered passenger service three times daily going east and west. During the rainy and thawing seasons on foot and via train were the only two means out of town. Roads were impassable for any vehicle. When the road to Staunton was improved, bus service was started, and more automobiles came into use. John W. Busker, who had served as a member of the Village and high school boards, started an automobile agency and garage next to the hardware store he was operating. A. W. "Bike" Coalson repaired anything from a motorcycle to a threshing machine.

During the early days Louis Vanzo operated an ice cream parlor and dance hall during his leisure from mining. He later ran a pool hall and a movie theatre.

Recreation in the town consisted of many sports throughout the years. A race track where harness racing took place for years, a ten-pin bowling lane, a nine pin bowling alley, some of the finest amateur and semi-pro baseball was played here, soccer teams, basketball teams and a dramatic club.

Coal was once king in Livingston. Little was known of its value in by products as nylon, and other synthetic fibers, medicines, gasoline, oil, tars and even a palatable butter. By 1913 the mine ranked first in Illinois in coal production for the year with 850,000 tons, and had 590 employes. The peak year for production was 1916, nearly a million tons with 648 employes and ranked second in the state. In September of that year 1796 mine cars of coal were dumped in one 8 hour shift, amounting to 5287 tons which filled 116 railroad cars of that day. In April of 1930 The New Staunton Coal Company, Mine No. 1, closed. In March, 1932, the mine reopened as The Livingston-Mt. Olive Coal Company, with a group of local citizens as operators, and again closed in February, 1938. In October of the same year it reopened as a cooperative mine and is still operating and selling lump, egg and stoked coals to the public.

Population Grew

By 1910 the population of Livingston exceeded 1000, and by 1920 doubled itself. It boasted of having peoples or more nationalities than any other community of its size. Many came from other localities to a boom town. Others migrated from foreign countries under immigration visas to the land of opportunity and were called "greenhorns". At the outset the town was a tough, rough and ready community and remained that way for some time, plagued with drinking, gambling, brawls and some killings. Even bawdy women moved in temporarily to add to the orgy and utter confusion. This was a typical young mining town like many others in the United States. The miner of that day worked hard, and many of them played hard. His was a hazardous occupation with the industrial death rate, and the injury frequency and severity very high.

Recent Improvements

In 1911 the American State Bank was started with D. E. Aylward as president and cashier. In 1916 it became a National Bank with Aylward in charge. It closed its doors during the depression of 1933. He helped organize the Twin City Light Company, our first source of electricity.

In 1923 Livingston Avenue, commonly called Main Street, was paved. By this time the village had discarded or outgrown most of its vices and had mellowed and righted itself to a fine place to live and raise a family. In 1925 738 men were employed at the mine.

Even the late Livingston Sisters, Margaret, Rebecca, Jessie and Louella May, were proud of the Village bearing their family name. These ladies contributed much to the education and services of the community by teaching in schools and doing social work. In 1951 a water system was installed. Natural gas lines are now being laid. This year in June a Sanitary District was voted in, which is the first step toward the acquisition of sewers.

Leaking Roof Is Old Problem

Modern housewives probably have a lot in common with early pioneer women when it comes to solving the problem of a leaking roof.

The wife of Gershom Flagg, one of Madison County's pioneer residents, solved the problem of water leaking into her cabin by placing a tin pan under each leak, a remedy practiced by distraught housewives today.

Norton's "History of Madison County" records that "she was inclined to reproach her husband" for not making repairs on the roof, which sounds familiar today, too. Under her reproaches he is reported to have said he "did pity poor people who didn't have tin pans to put under their leaks."

Carpenter Long of Importance to County

MRS. ROBERT JOHNSON
of The Intelligencer

The earliest history obtainable about the town of Carpenter states it was a flourishing village and an important shipping point. It was the largest town in Hamel Township.

Situated on the Wabash track, it was first called Millersville as the few buildings that were there were located on the land from the old Fred Mueller (Miller) farm. This land was located on the east side of the road running through town.

The west side of the road was the Johan Fredrick Opel Farm. In 1877 at the age of 51 he helped lay out the town on the west side and the plat was recorded May 9, 1877.

Sometime later a man passing through was killed on the Wabash Railroad tracks near there. His name was Frank G. Carpenter, and due to this incident it was decided to name the town Carpenter. Mr. Opel's grandson, F. H. Opel, and his wife, now reside in Hamel.

The First Store

The first general store was owned by the late Fred Bachs, father of the oldest living citizen, Mrs. Anna Stalhut. The store changed hands several times, the last operator being the late G. H. Neuhaus. Neuhaus died while serving as town clerk for Hamel Township, and his son, Melvin, completed the term. Melvin, his wife and two sons reside on Rte. 140.

Oldest Known Living Citizen

Mrs. Mary Kanackstead Stalhut, now residing at the Haven of Rest Home, Alhambra, and Mrs. Anna Bachs Stalhut residing with her daughter, Ester, in St. Louis, are both 90 years old.

The Trading Post

The first trading post and hotel was owned by the late John and Katherine Braun. Known as the Spooner Hotel, it is now partially torn down. Mrs. Andrew Ashauer now owns the property.

The First Elevator

The first elevator was built by the late Fred Bachs. His son, William F. Bachs, built part of the present elevator which is known as the Hamel Cooperative Grain Co. They also own the general store building south of the Wabash track.

Oldest Homes

The oldest home in Carpenter is owned by Mr. and Mrs. Charles Hartman. It was built in 1800. Mr. and Mrs. Albert Bachs own a home built in 1861.

Oldest Pupil

The oldest living pupil that attended school in the school house built in 1860 is Mrs. Minnie Brettbauer Franke who is 90 years old. She resides with her daughter, Mrs. Chris Pfeifer on the Edwardsville-Alton Road.

Carpenter School

Carpenter School is the outgrowth of Hazel Grove School organized in 1860 at the time the directors, William M. Mitchell, James Apley and Wesley S. Davis met in the Mitchell home in May, 1860, and contracted with John Koenig to construct a school house on the northeast corner of Section 16, District 2. This building, 22 x 20, was erected for $373 including all benches, desks and painting.

In November, 1860, the board contracted for a stone and pipes to the sum of $15.95 and hired George S. Pomeroy as teacher for six months for $196. This was to be drawn whenever the district had funds.

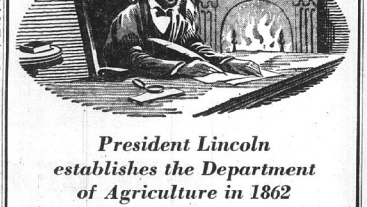
In December, 1861, the board contracted with William Wilson to furnish fire wood for the school for six months for $4. This building is now the home of Mr. and Mrs. Charles Hartman.

The present school was built in 1880. The ground was bought from Johan and Ida Opel for $150. First directors were: J. W. Abert, John F. Opel and Theoholt Rinkel. W. C. Daniels was the first teacher.

Chief Ouatogo of the Illini Indians is said to have slain the Piasa bird that killed and ate hundreds of members of the tribe.



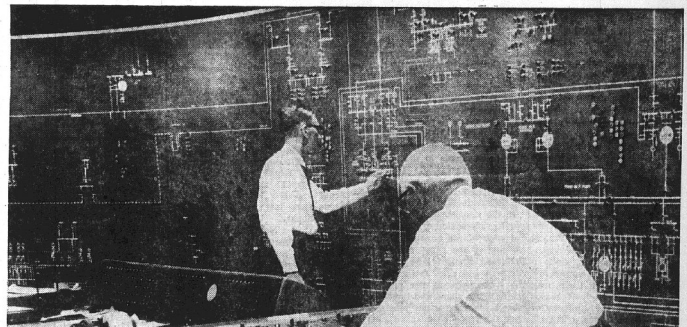
CARPENTER SCHOOL—The Class of 1907 of the Carpenter School was not too much unlike present day classes with perhaps the exception of the dress. Among those in the first class were: Lillis Sparks, Fred Vieth, Fred Opel, Will Bettmann, Anna Schaberg, Kathy Sparks, Mable White, Alma Moritz, Edwin Rinkel, Herman Richards, Alfred Miller, Charles Rinkel, Edward Schaberg, Dolly White, Reka Brakhane, Eva Massey, Harry Sparks and Arlie Massey.



President Lincoln establishes the Department of Agriculture in 1862

SERVING THE FARMERS OF MADISON COUNTY

Madison County Farm Bureau
900 HILLSBORO EDWARDSVILLE



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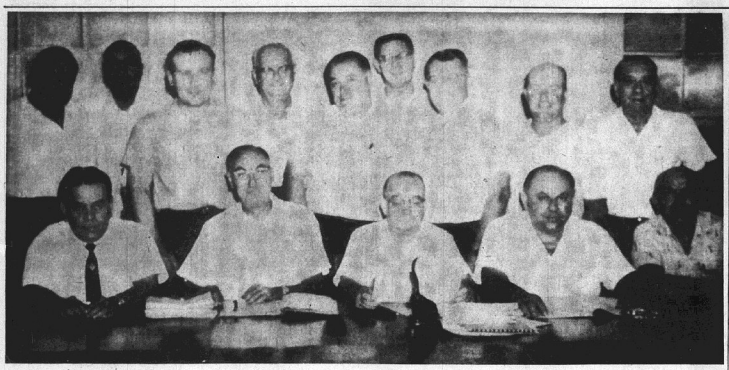
Union Electric is connected with adjoining utilities in the world's largest grid, the Interconnected Systems Group which operates daily through a transmission network in 32 states. This system has a capability of over 65 million kilowatts, greater even than all the electricity in the Soviet Union.

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UNION ELECTRIC

BUSINESS MANAGED, INVESTOR OWNED, SERVING OVER TWO MILLION PEOPLE



MADISON CITY BUSINESS is directed by this group of officials. Seated, from left, Austin Lewis, corporation counsel, Mayor Stephen Maeras, City Clerk Percy Lux, City Attorney Vasileff, and Alderman Emil Ulanski. Standing, from left, Aldermen John Haynes, Booker Walton, Raymond Kozielek, Steve Kelio, Christ Costoff, Richard George, Robert D. Reeves, Benjamin Bosworth, Charles McMehan. (Press-Record Photo)

Comments Are Made On Early Towns Of Madison County

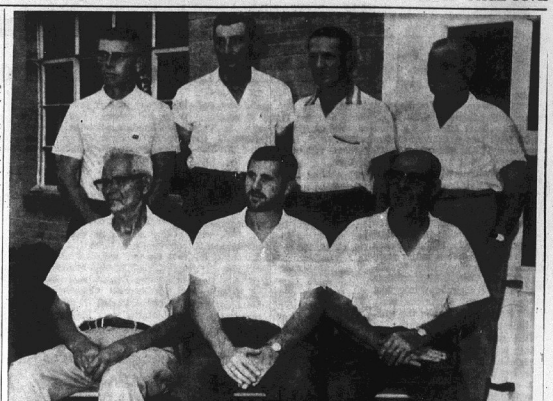
Comments in 1873 on several of the villages of Madison County are as follows:

"Venice, situated on the east bank of the Mississippi, opposite northern St. Louis, is an energetic business point, and contains several good business houses. Located as it is in the Great American Bottom, it is nurtured by the finest body of agricultural land in the world. Churches and school abound. The village is connected with St. Louis by steam ferry boats which make two trips each hour. The present population of the town is between 400 and 500.

"Alhambra is a growing town of 400 or 500 inhabitants . . . . It has several business houses, and a number of thriving mechanics.

"New Douglas is a small post village . . . . It has an industrious population, business houses, and a number of good mechanics.

"Moro is a small village . . . . on the St. Louis, Alton & Terre Haute Railroad."



ALHAMBRA VILLAGE BOARD—The Alhambra Village Board in 1962 has the following members, seated, left to right: Fred Henschen, trustee, Melvin Zeller, mayor, and Ray Ernst, trustee. Standing, Carl Mindrup, Earl Reckman, Ben Newman and William Diesselhorst, all trustees. Other members of the board but not present are Elmer Schuette, clerk, and Robert Landolt, treasurer. (Intelligencer Photo)

City of Madison Continues In Its Civic Improvements

The founding of the City of Madison was the result of a meeting of St. Louis merchants who desired to find a location for manufacturing plants on the east side of the Mississippi River to avoid paying the high cost of transporting coal over Eads Bridge to Missouri.

The industrialists formed a syndicate in 1887, known as the Madison Land Syndicate, and promoted the construction of a new bridge. They named it "Merchants Bridge." It was strictly a railroad bridge and at once served to divert St. Louis capital to the east side.

The Missouri Car and Foundry company began in 1891 to construct the American Car and Foundry plant. About the same time Standard Oil company started a large barrel works. This was followed by the Merchants Bridge round house and a large grain elevator.

These first industries employed approximately 2,500 persons who were taken back and forth every day over Merchants Bridge on a work train. Many of the employes were irked at the daily train ride and prevailed upon the Missouri Car and Foundry company to erect two long rows of flimsy houses to be used as residences for their families.

Then the Madison Land Syndicate stepped into the picture and laid out the present site of the city on land purchased from William and Nancy Sippy for the sum of $117,800.

Prepare Town Site

A group of boosters for the locality headed by Patrick McCambridge, a deputy sheriff for this end of the county who later became chief of police of Madison, at once made preparations for a town site. In November 1891, Madison was incorporated as a village and the citizens elected Charles C. Sheen the first village president. Electric street lights were installed the same year.

The population was growing steadily. By 1891 the village had a three story hotel and a Presbyterian church.

In 1893 there was an unexpected flood and the whole village was under water. The damage was repaired in a few days, however, and all businesses were soon in operation again. In 1903 another flood struck and the village was under six feet of water, but within a few weeks things were again back to normal.

In 1900 the population was 1979 and in spite of an acute housing shortage it jumped to 5046 by 1910.

State Street was the first to be paved. In 1905 it was bricked from the southern village limits to Seventh Street. In 1906 Madison Avenue was paved with blocks.

The first big fire occurred in 1907 when Waschauer's department store burned. In 1910 a fire wagon and two horses replaced the old hand truck and three years later a volunteer fire department was organized under Chief Pearl Smith.

Town Improvements

A Baptist church was built in 1908 and in 1914 a Methodist church was dedicated in a building that previously was occupied by a long-distance telephone exchange. Two additions were added to the original Harris school the same year and a high school was built.

The political history of Madison was dominated for many years during this era by Mayor Ferdinand Garesche, for whom a Madison public housing project is named.

A general sewer system was constructed in 1917 and 1918.

In 1920 Madison started getting free mail delivery.

A spectacular fire occurred in 1920. A rolling mill connected with American Car and Foundry burned down. Firemen from Madison, Granite City and Venice battled the blaze, assisted by several fire companies from St. Louis.

The mill, known as Helmbacker, had flourished for many years, employing as many as 200 persons, but did not resume operations after the fire.

Several advances were made during the 1920's. A new Presbyterian church was built, St. Mary's Catholic school opened with 230 pupils, the White Way system was erected on Madison avenue and a large addition consisting of a combined gymnasium and auditorium was built onto the high school.

In 1930 the population had grown to 7,661.

The Chain of Rocks bridge was purchased by the Village of Madison in 1939 for $2,300,000 from the Kingshighway Bridge company.

In October, 1941, Madison celebrated its 50th anniversary as a village by holding a celebration that lasted a full week.

Becomes A City

Less than one year later the citizens voted to incorporate as a city.

The present mayor, Stephen A. Maeras, a local businessman and accountant, was elected Madison's first mayor. He had previously served as village trustee and as a member and president of the board of education for two terms.

He immediately laid plans to set up a city plan commission.

The commision was set up and was affiliated with the greater St. Louis Plan Commission and the State of Illinois Post War Plan Commission. Maeras followed suggestions of the federal government for communities desiring government aid. A vast program of public improvements was laid out.

During the immediate post war years, Madison underwent a period of prosperity. As industries prospered there was more and more need for manpower and the population grew steadily. Returning servicemen were marrying and an acute housing shortage developed.

Quonset huts were erected to relieve the situation.

Civic Improvements

Plans were then made to construct a war memorial. A suitable plot comprising 21 city lots was purchased in 1945 at Seventh and Legg Streets. Funds were raised both by solicitation and obligation bonds. Plans were broadened and included the second memorial center in West Madison. A five-member Board of Recreation and Playground Directors was appointed to operate and direct the recreational and playground facilities of the city and supervise the memorial centers.

Madison public library was erected in 1947. It was financed for the city by the Madison fire department.

In October 1948, the memorial center recreation hall was opened and dedicated.

It was a time for school expansion too. In 1945 plans were made for additions to the Louis Bert and Dunbar schools and for a new high school which would allow conversion of the old high school into the present junior high.

The old Madison high had been built in 1914 when the enrollment was only 51 students. In 1948 there were 462 high school students. In the same period the overall school population jumped from 1215 students to 2198.

Madison has continued to improve its public facilities to this day. Some residents still complain of flooded basements after heavy rains. But it is a far cry from the days of the 1903 flood when water was five to six feet deep in the village and the wooden sidewalks floated down the river.

1817 Saw Settlers Come Into Alhambra

BY ALMA GEHRIG
Of The Intelligencer

In 1817, only one year before the State of Illinois was admitted to the Union, the first permanent settlers arrived in Alhambra township from Kentucky.

The William Hinch and William Hoxey families were soon joined by other families, mainly of English ancestry, from Tennessee, Virginia, and the Carolinas. These pioneers engaged in agriculture; some became large land-owners, and a few were influential in politics, including service in the legislature, and in the medical and teaching professions.

Between 1840 and 1860 a wave of Swiss and German immigrants reached the area bringing skilled craftsmen and resourceful farmers characterized by thrift and industry. The original great landholdings were divided into smaller farms purchased by the newly-arrived Europeans and the pattern of a successful agricultural community was assured.

The village of Alhambra was laid out in 1849 by Dr. Louis F. Shepherd, a large landholder originally from the East. His wife and Mrs. Levi Harnsberger were reading an account of the Moorish castle "Alhambra" in Spain — even today an attraction for tourists visiting Europe — and suggested that the village be named Alhambra.

Ten years later, to the west of Alhambra, a second village was platted and named Green Castle. It is still referred to as "lower town". On April 5, 1884, the two villages were incorporated as one, and the name Alhambra was retained.

The village contains 649 acres and is 1¼ miles long. Its population today numbers 537. One of the earliest projects for civic improvement was the construction of a wooden "plank walk" the full length of the village. It was soon replaced by the concrete sidewalk which is still in service today.

As early as 1846, the community was served by a U.S. post office, and the present attractive building on Main Street was built in 1961.

Alhambra has always been a trading and business center. Important to the life of the earliest settlers were the sawmill, bandmill, and grist mill.

Two railroads serve the village: the Nickle Plate since 1882 and the Illinois Central since 1889. Originally the trains provided passenger, mail, and freight service as well as employment for a number of residents. The excellent railroad service and the rapid development of agriculture and dairying led to the construction of several grain elevators and a milk receiving plant.

In 1907 two banks were organized. The Citizens State Bank was liquidated in 1927, and the Hitz State Bank was dissolved owing to the retirement of Adolph Hitz, the president, in 1947.

The Alhambra Mutual Telephone Co. was organized in 1913 and reorganized as the Alhambra-Grantfork Mutual Telephone Co. in February, 1955. A new brick building and the installation of the dial system were inaugurated on Nov. 22, 1958. The Alhambra Grain and Feed Co. operated as a cooperative from 1919 to 1961. Its large plant is today owned and operated by the Madison Service Co.

Since 1927 the Illinois Power and Light Company has provided the village with electric power.

In 1931 the newly-constructed concrete highway from Alton to Greenville, today known as Route 140, was dedicated with appropriate ceremonies in Alhambra.

The installation of a sewer and water system was begun in 1961 and was completed July 30, 1962.

The current members of the Village Board are Melvin Zeller, president; Ray Ernst, William Diesselhorst, Carl Mindrup, Ben Newman, Fred Henschen, and Earl Reckman.

Schools

Schools were conducted as early as 1820 in the township, but the first school house in the village was built in 1856. In 1879 a substantial two-story frame building was erected on the same site. In 1921 a new two-story brick edifice was built on a site donated by Adolph Hitz. This building housed both the grade school and a three-year high school.

In 1954 the Alhambra school district became a part of the Highland Community School District, and the building in Alhambra was enlarged to include a gymnasium and cafeteria adequate for an elementary unit of the consolidated district.

The people of Alhambra have always taken great pride in their school which has been credited with providing more teachers than any other school of its size in Madison County.

Churches

The Baptist Church. Religious services were held in early times in the homes of Ephraim Harnsberger, Andrew Keown, and William Harnsberger. The first church building in the township was built by the Baptists who organized their church in 1856. About 1882 this building was sold and the present church was built in Alhambra on ground donated by W. W. Pearce. In 1960, during the pastorate of the Rev. Truman Jingst, a modern parsonage was built. The congregation gave two missionaries to the field: Rev. Walter P. Binney serving in the Philippine Islands, and Mrs. Jean Binney Oglesby serving with her husband in Ethiopia.

Salem United Church of Christ. From 1840 to 1860 the German settlers of the area were served in private homes by visiting pastors. In 1860, the German Evangelical Salem Church was organized and built its first church edifice. The present church building was constructed in 1877, enlarged in 1910, and most recently remodeled and redecorated in 1954. In 1951 Salem Parish Hall was dedicated for the educational and social purposes of the congregation; a comfortable parsonage built in 1927 is maintained for the use of the pastor. Rev. Arnold Bizer is presently the minister.

Salem congregation has organizational activities for all its members. There are 492 members and a church school of 314. Five members of the congregation have been ordained to the Christian ministry: Arby Hosto, 1931; George H. Schuette, 1942; Laverne R. Dauderman, 1942; Russell R. Mueller, 1945; Donald Storck, 1962.

Homes for the Aged

The Hitz Memorial Home for the Aged is operated by the South Illinois Synod Benevolent Corporation of the United Church of Christ. It was dedicated in 1952, cares for 25 residents, and employs 12 people.

The Haven of Rest Home has been operated since February 1955 by Mr. and Mrs. E. B. Ramsey who purchased the building from Mrs. Pearl Moore. They care for 19 aged people and employ seven.

Organizations

Harmony Singers. One of the first organizations of Alhambra was known as the Harmonie — a singing organization begun in 1895. In 1940 the hall which it had maintained was sold to the Alhambra Volunteer Fire Department.

Volunteer Fire Department was organized in 1938 and has maintained a well-equipped, efficient, and reliable fire-fighting unit largely financed by the proceeds of an annual homecoming celebration that became widely known for its parades.

In 1954 the Alhambra Community Fire Protection District was organized to make possible with tax money the building of a modern fire-house and procurement of the latest fire-fighting equipment.

The Firemen-Legion Park Association. The Volunteer Fire Department, together with the American Legion, was also instrumental in securing and planning the city park which includes a lighted ball diamond, an artificial lake, a community hall, spacious picnic grounds, and well-kept drives.

Other organizations in the community are: American Legion Post, American Legion Auxiliary, Men's Community Club, Anti-Thief Association, A.T.A. Auxiliary, Farm Bureau, Home Bureau, 4-H Clubs, and Boy Scouts.

Businesses

During recent years approximately 60 new residence and commercial buildings have been constructed in the village. Many of the residents now work in the industrial centers, and the village is becoming increasingly aware of its nearness to the larger metropolitan area and its influences. Alhambra continues to be a center of business activity, and following are a list of business establishments serving the community:

Barber Shop: Irvin R. Harris; Builder: Norman Henschen; Blacksmith Shop: Alfred Knabel; Beauty Shops: Dorothy Knabel, Dorris Schoen, Fae Zeller; Carbide Welding: Robert Schoen; Funeral Homes: Dauderman Funeral Home, Robert F. Dauderman, Prop., Dauderman Mortuary, Robert M. Dauderman, Prop., Halleman Funeral Home, Armaine Halleman, Prop.

Grain Elevator: Madison Service Company; Garages: Roberts Chevrolet, Marvin Roberts, Prop., Klaustermeier Ford, Robert Klaustermeier, Prop., Alhambra Garage, Roy Horstmeier, Prop.; Insurance: I. R. Harris; Lumber Yard: Alhambra Lumber Company, Otto Ullman, Prop; Oil: Alhambra Oil Company, Oliver Landolt, Prop., Madison Service Co., Gas & Oil Deliveries, Fred J. Suhre; Painter: Arthur Schulte; Rendering Works: John Storck; Stores: Gehrig's Store, Erhardt Gehrig & Sons, Prop., Landolt's Store and Butcher Shop, Harold Landolt and Son, Prop.

Sales Barn: Chester Mansholt; Telephone: Alhambra-Grantfork Telephone Company; Trucking: Alfred Koch; Clarence Knabel; Leland Long (water); E. B. Ramsey (milk); Robert Sauerwein; Television and Radio Repair: William Stone; Taverns: Aemissegger Tavern, Pearl Aemissgger, Prop., Lutz Midway Tavern; Restaurant: Hiller's Cozy Corner, Edith Hiller, Prop.; Fred Henschen operates the Shell Service Station.

The first railroad surveyed in Madison County was part of the program of 1837. It was proposed from Alton to Mt. Carmel.

ALWAYS GROWING WITH MADISON COUNTY

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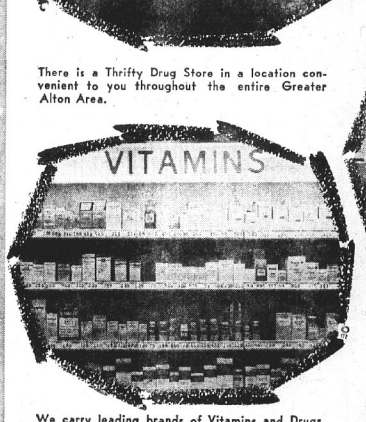


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East Alton is Rapidly Becoming One of the Most Progressive Communities in the County

Rapidly becoming one of the most progressive communities in Madison County, East Alton had a humble beginning as a railroad station in the early 1800's and only a handful of residents.

The lumbering and tile industries of a century ago have faded away to become just scant pages in history and fond memories in the mind of the few older citizens. The one small plant, Equitable Manufacturing Co. founded in 1892 by Frank Olin, has grown into a major manufacturing company, Olin Mathieson Chemical Corp., with more than 70 plants and 200 office throughout the world today, employing more than 7,000 persons, and is the leading industry of the village.

What was once timber and swamp land and a spreading shallow lake which covered much of the area, has been transformed to an ever expanding residential area of attractive modern homes.

Epidemic Comes

East Alton was founded when residents of the small community of Milton were stricken by an epidemic described as "milk sickness and malaria" believed by man to be caused by the waters of Wood River (creek) in 1806. Some of the families who were spared by the tragic malady moved only as far as East Alton to establish new homes and new lives for themselves.

A large area of land, which was later to become East Alton, was deeded in 1821 by James Madison, United States president, to Solomon Preuitt, son of Martin, one of the earlier settlers in Milton.

Land east of the Big Four Railroad tracks was deeded by the government to Z. B. Job in 1856, and for a time a small community was known as Job.

Little of the history of the early days is known. Facts were not recorded due to the lack of education of the majority of residents, thus the limited information available has been passed down from generation to generation through the years.

First Official Town

The first official town was laid out by George Carr and George Smith in 1838 and was known as Emerald, named by the Irish immigrants. Bordered by the Gulf Mobile and Ohio, and Big Four Railroad Tracks, and the streets now known as Main Street, and St. Louis Avenue, there appeared to be much confusion about the name of the community as it was also known as Wann and Alton Junction, the latter being derived from the railroad tower near the south edge of the village.

Feeling the need for educational facilities, a school was opened in 1867 in a one room building heated by an open fire place, at the corner of the streets now known as Shamrock and Main. Pupils were not all small children. Many adults enrolled to learn to read and write, and young men in their twenties were regular students during the months that work was slow on the farms.

Black Jack School as constructed on land donated by Zephaniah Silver in 1870, and was pressed into service as a voting place and house of worship as well as a classroom. The first Sabbath School recorded in the state of Illinois was organized by the Rev. Thomas Lippencott in his Milton home.

River Flooding

Plagued by flooding when the rivers overflowed their banks, the early residents were faced with constant trouble and many difficulties, including the major problems of buildings floating from their foundations in the high water. Today with a network of storm sewers and protected by levees on the various rivers and creeks, and with much of the low land having been filled, the community is relatively free from high water worries.

The 1890's played an important role in the continued development of the community. Equitable Powder Manufacturing Co. was founded, the town was incorporated, the first church (First Baptist) was constructed, and the Wann disaster devantated a large section of the town and claimed some 100 lives.

Jan. 21, 1893, is recorded as the date of what is described a "A serious and frightful disaster," when a fast New York and Boston Express train ran in upon an open switch colliding with a string of tank cars filled with coal oil. A tank of fuel burst engulfing the area in a mass of flames and causing a series of explosions. Residents battled the blaze several days and many suffered severe burns and injuries in addition to those who lost their lives.

The new church was in the process of construction when the disaster struck, and a temporary floor was quickly laid so that funeral services might be conducted in an official house of worship.

As a result of the tragedy, each member of the church contributed one dollar for a memorial bell to be moulded in Philadelphia and hung in the church in memory of those who perished, among them, Harry Wiegand, a church deacon, in whose memory the bell was dedicated.

Familiar Names

Many other familiar names are recorded on the list of charter members of the first church and played an important role in the history of the community including: Albert Jones, Ben and Mary Paddock, and the Henry Schaueretes, parents of Mrs. Thomas L. Vanpreter, and grandparents of the present mayor, Charles A. Vanpreter.

East Alton was incorporated Sept. 14, 1893 as a one-half section tract of land on Wood River Creek, with D. G. Tomlinson as the first mayor. The village hall was completed and dedicated in May, 1898, with Dr. C. M. Pence as mayor and Z. B. Job delivering the dedicatory address.

The same year Equitable Powder Co. was expanded to include the manufacture of ammunition and was renamed, Western Cartridge Co., a name and trade mark which has become world famous in production of fine shot gun shells and rifle bullets.

Later the company was again enlarged to accomodate the manufacture of all the component parts of ammunition: bullets, shot, wadding, etc., and the fabrication of brass for cartridge caps and casings. John and Spencer Olin took over management of the plant from their father who was its founder.

Under their leadership the company continued to grow and in 1931 purchased the historic Winchester Repeating Arms Co., enlarged the small arms and ammunition businesses and provided further outlets for the production of explosives.

With an expanding list of diversified products, cellophane paper, etc., the name of the company was changed to Olin Manufacturing Co., in 1944; and following a merger with Mathieson Chemical Co. in August, 1954, still more products were added and the company became known as Olin Mathieson Chemical Corp.

A small Indian village was once located on the property which became the Reuter farm when William and Annie Reuter, natives of Germany, settled there more than 100 years ago. Much of the property is still owned by the Reuter family, while other sections have become subdivisions of the village, and a large tract west of By-Pass 67 on the west side of town, is the stie of the East Gate Shopping Center, now under construction, which will consist of more than 35 retail stores and businesses.

Business Men

Prominent business men in the early days of East Alton were Lawrence and Clarence Hale, twin brothers, who first operated a barber shop and in 1915 joined their brother, Walter, in a hardware store and lumber business buying out Fred Crandall. Their business was located at the present site of the hale Hardware which is still operated by family members.

Thomas Vanpreter who served as mayor for three terms, opened his drygoods store in downtown East Alton in 1906 and the business continued 55 consecutive years in the same buildings on St. Louis Ave., until last year when the structures were razed to accomodate the expansion of the Illinois State Bank.

Mrs. Vanpreter recently retired after a life time in the business world of the community. Associated in busines with her husband, Mrs. Vanpreter later became proprietor of a variety store next door to the original building, and continued its operation until March 30, 1961, when the interior of the building and its contents were destroyed by a fire of unknown origin.

Charles Vanpreter followed in his father's footsteps, both as a leading merchant of the community and as mayor, in which capacity he served 18 consecutive years until 1949, and then after an absence of one term was returned to office in 1953, nd is now completing his 27th year as head of the village government.

Modern Programs

Under his leadership a program of modernization and improvement is being spearheaded by the village, with modern structures replacing delapidated buildings. A new city hall was constructed last year featuring unusual architectural design, and a ten-story apartment house for senior citizens, is now under construction in the downtown section.

The community has a year-round tax supported recreation program of diversified activities for the young people of the community; well maintained streets and alleys, adequate police and fire departments, etc.

East Alton has the distinction of being one of the first communities in Madison County to have a complete and modern shopping center, with the construction of the Wilshire Shopping Center on a 10-acre tract of land at the foot of Job's Hill in 1956. The center was enlarged two years later and a section of business offices and a second shopping center the Wilshire Mall, was added adjacent to the center in the fall of 1959, completing a business district of diversified retail stores, businesses and servics. As mentioned above, another large center is under construction on the opposite side of town.

Schools-Churches

The tiny one-room school of 100 years ago is quite a contrast to the system today which is comprised five grade schools and a junior high school with an enrollment of approximately 1,600 students and a faculty of 70 teachers and supervisors.

Services have continued in the original First Baptist Church which has been modernized in recent years and enlarged with an educational building adjoining the church proper. The First Methodist Church which was organized in 1899 with 18 charter members, recently moved from the original church building constructed in 1902, on West Main, to new facilities designed on the pattern of an Old English court, located on Third Street.

Other houses or worship in the community include: the First General Baptist, and East Alton Pentecostal, both housed in new modern structures; Assembly of God, Bethel Pentecostal Church of God, Church of Christ, Friendship General Baptist, and Pleasant View Baptist.

George Burroughs Oldest Practicing Lawyer in County

George D. Burroughs came came west as a young man of 21 the same month he was graduated from the legal department of the University of Maryland.

"My uncle, Benjamin R. Burroughs, a circuit judge here, visited our home almost yearly, and it was through his influence that I came west.

"He told us of the rich farm land and industry and opportunity for practicing law. The southern counties of Maryland, where we lived, were poor and did not use much law business."

"Some of my people in the east thought that I was going west where Indians still roamed, but of course, this was good corn land and wheat land and completely civilized."

George Burroughs arrived in Edwardsville with his older brother, W. G. Burroughs, in June, 1894. "Will was only 11 months older than I. We studied our ABCs together, went to school together, and came west together although we practiced law separately."

"Four of my father's seven boys studied law, I also had three sisters and another brother who died in infancy."

Mr. Burroughs has had numerous partnerships, but has only moved offices twice. "I started in the Madison Store building where I remained for 18 months. The low brick building in back of Schwartz's is where I had offices for many years before moving to the present offices. I have a tendency to stay." The 89-year-old lawyer has never moved from Edwardsville, maintaining a private practice there for 68 years.

Only one man in Illinois holds the distinction of practicing longer than George Burroughs. John W. Williams of Carthage began two years earlier, in 1892.

Recalling changes in Edwardsville, Madison County's longest practicing lawyer says, "When I came, Edwardsville had about 3500 people. It has grown a great deal since then, and the county itself around it has grown wonderfully. Especially the southern and western industrial areas.

"Main Street has been paved since. Before that it became muddy with the thawing and freezing and rain, and the mud would go over your boot top. There were stones by which to cross the street. Rails where horses were tied surrounded the courthouse. Before the present courthouse was built a large lawn surrounded the old one which was a lot smaller. I remember a well on the lawn. Water was drawn up by a chain and bucket. There was no water system at that time."

On Sept. 18, 1909, Mr. Burroughs was married to Miss Nona H. Barnsback. They have one child, a daughter named Josephine. Now Mrs. Robert J. Sander of Springfield, she has two children, Judith and Robert.

Speaking of his law practice through the years, the tall, white-haired gentleman said, "Some men's ambition is retirement. I don't believe it is a good idea. I have slowed down some to do things I enjoy doing. I no longer come back to the office in the evenings and work until 10, but retirement I think would become boring to a man."

First Brick House Built by I. Prickett

The first brick house in Alton was built on Second Street (now W. Broadway) by Isaac Prickett of Edwardsville in 1832.

It became the home of Samuel Wade who served as mayor of Alton 1855-56 and 1857-58. His eldest son Edward P. Wade was born there in 1833. Edward Wade became president of the Alton National Bank (now First National).

He served as a member of the Board of Trustees at Monticello and as president of the Board from 1914 to his death in 1920. The Fine Arts Building of Monticello College is dedicated to him.

Grapples, Kills Two Intruders

A remarkable tragedy shocked the good people of Marine in the summer of 1910.

After finishing his work, a plumber by the name of John Burton from Alton, missed his train back home and so returned to the village. In a saloon he met Louis Wipprecht and the saloon keeper, Leo Wentz.

Upon hearing his misfortune they proposed he pass the night with them in a nearby shed, which he agreed to do.

Burton put his wallet, which held the pay for the work he had done that day, in his coat and laid it under his head. During the night he felt some one taking his coat from under his head and grappled with the intruder. The second man joined in the fray.

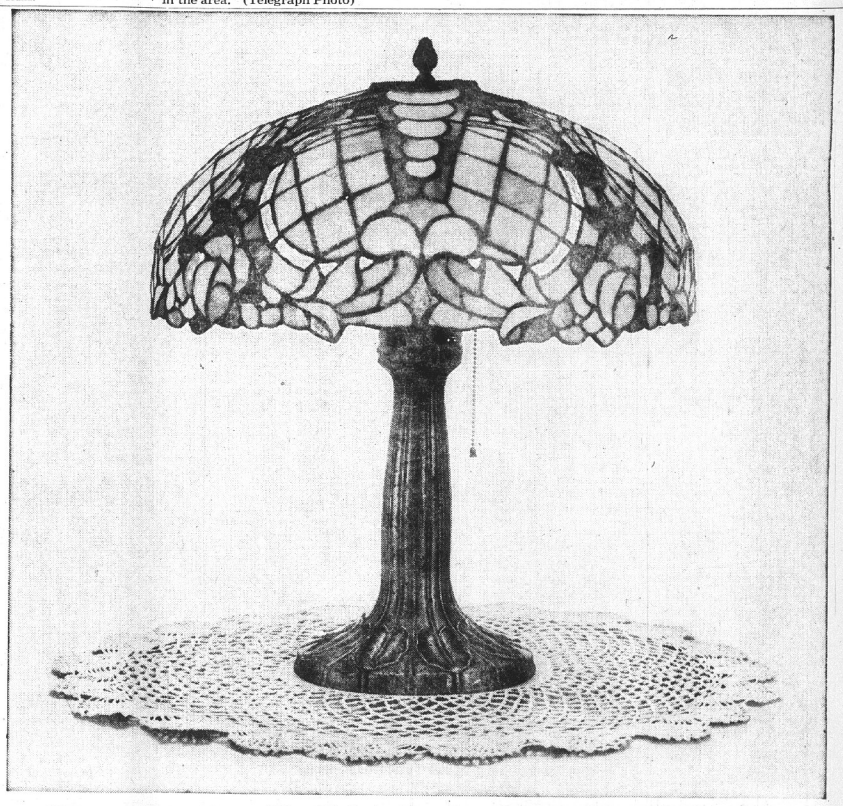
Burton got a strangle hold on each of his antagonists in turn and choked them until they ceased to struggle. All three were large and powerful men, but Burton was a noted athlete and wrestler. He did not realize at the time he had killed them.

Having freed himself he went to a house where there was a light and the alarm having been given a crowd gathered at the fatal spot. They found two men lying dead on the floor, both having been strangled.

Burton was acquitted on his plea of self defense. Many witnesses were summoned but no one, of course, had seen the fearful encounter in the dark. The wallet was never found.



THREE MORE TO GO—Mayor Charles Vanpreter surveys the construction of the 10 story housing project for East Alton's senior citizens which has reached the seventh floor on Smith street. The building will be the tallest in the area. (Telegraph Photo)



Grandma called it the "Light Bill" but . . .



today it's the electric service bill. Before the dawn of the electrical *living* era, Grandma paid for electric *light.* Today less than one-fifth of the average electric bill is for lighting . . . the rest pays for power. Power to run motors on your furnace, fans, refrigerator, freezer. Power to cook, sew, saw, vacuum, wash and dry, etc., etc. Of course your total electric bills are higher these days than in Grandma's day, but the cost of a kilowatt hour of electricity has stayed almost the same as it was 20 years ago. At Illinois Power, *the more electricity you use in your home the lower the cost per kilowatt hour.* Electric power for better living . . . *one* item in your budget still priced like "in the good old days."

ILLINOIS POWER COMPANY



OFFICIALS IN 1962 of the town of New Douglas are, from the left: Herman Schweppe, Elmer Eilers, both trustees, LeMoine Foulke, clerk, Gilbert Thiems, trustee, William Rosenthal, mayor, Benjamin Kline, treasurer, Harold Heeren, trustee, and Harold Hatfill, trustee. (Intelligencer Photo)

New Douglas Was Laid Out 102 Years Ago by Founder, A. Foster

By MRS. FANNY OGLES
Of The Intelligencer

New Douglas Township is situated in the northeast corner of Madison County. It is 5½ miles long and 3¾ miles wide.

The first settler in the township was Daniel Funderburk in 1819. One daughter, Mrs. Julia Kell, lived in Worden and one son, Tom, lived north of Binny Station. In 1831 John Carlock located on the S. A. Isaac farm in the township. Jackson Allen settled in the township in 1837. One of his sons, Abraham Allen, lived in the community for many years.

Alonzo Foster came to New Douglas Township in 1857. He laid out the town of New Douglas on Sept. 5, 1860. The original town contained 20 acres east of the present Main Street. Later Foster and Owens laid out an addition on the west side of the street.

First Doctors

The post office was established in 1863 and mail was received twice a week from Staunton. William F. Rubottom was the person responsible for getting the post office established in New Douglas. He was a doctor—the first of which there is a record of for the town. Later the doctors remembered by many today were Dr. B. H. McKinney, Dr. W. W. Sharp and Dr. A. F. Dusenberg. Dr. James Mercer Threadgill also practiced here for years. He was later succeeded by Dr. Guy Silas Kinney, (son of B.H.) and Dr. George L. Sharp (son of W.W.)

Dr. Guy McKinney is now deceased and Dr. George L. Sharpe is now retired and living in St. Petersburg, Fla.

The first hotel was built in 1876 by Rhoda Latowsky. To this establishment was added a general grocery store which Latowsky and three of his sons (Oscar, Ehrhart and Hugo) continued to operate until about 1918. The buildings built by Latowsky have been torn down and in their place is an I.G.A. market owned and operated by Herman Kraigher who lives there with his family. A second hotel was later built by Wesley Reeves. The building is still standing but is not used.

First Homes

Alonzo Foster built a home on the corner of Main Street and Sorento Road. He lived there for many years with his family. Later it was sold to Otto and Cora Latowsky and is now owned by their daughter, Nadine Latowsky Harrison of Springfield. Mrs. Kenneth Kunz now occupies it and operates a beauty parlor there.

Across the street from the Foster home was the John Vollentine home and Joe Crowder home. Vollentine was one of the original members of the Old Settlers Association which represented the four counties of Madison, Bond, Macoupin and Montgomery. He donated the park where the Old Settlers picnics were held (on Main Street). Picnics were held for two days every year. People came for miles around by horse and buggy, wagon and train. It was a real homecoming picnic for hundreds of people.

Teachers—Schools

Joe Crowder was a school teacher and taught in the public school. Another school teacher was L. T. Kennedy, whose home was across the street from the Old Settlers Park and is now occupied by his youngest daughter, Mrs. S. D. McKnight, and family. Other early teachers were A. N. Lewis, W. E. Lewis, E. W. Bunn, E. M. Sievers, Elizabeth Fletcher and many others throughout the years.

A two-story frame building was built to serve as a schoolhouse in 1879. This was used until about 1904 when half of the building was moved to Main Street by Robert McFarland who operated a popular ice cream parlor and confectionery. It is still used as a meeting place for the Royal Neighbors who hold meetings once a month. The other half of the old schoolhouse was used as a residence by George Eardley (father of Tom Eardley) for many years.

In 1904 a new brick schoolhouse was built in the northwest part of town. This was used until 1953. It is now owned by the American Legion and is a good, substantial building. The facilities of the building and lawn are used as a gathering place for many family reunions. At present there is a modern, four-room grade school building with gymnasium and cafeteria on the former site of the L. T. Kennedy pear orchard. New Douglas became a member of the Highland Community School Unit and the high school pupils are taken to Highland High School by bus each day.

Veterans of the first World War erected a monument on the Old Settlers grounds on Main Street, listing the names of the veterans of the first and second world wars. The name of the American Legion is the Tobias Bilyeu Post named in honor of Tobias Bilyeu of New Douglas, who died during the first world war. Albert Smith, now deceased, planted evergreens and shrubs around the monument, also secured a large cannon such as was used during World War I, which is placed next to the mounment.

Early Businesses

There were a number of business establishments in New Douglas during the 1800's which were very successful. For instance—in 1879 Murdock and Fletcher became the owners of a flour mill which they later sold to Amos and Anna Easton. A daughter and son of the Easton's (Mrs. Lettie Vollentine and Arden Easton) still live in New Douglas. Both are over 85 years of age.

I. A. (Red) Olive (father of Gordon Olive) operated a hardware store for many years. He was a staunch member of the Christian Church. His wife, Mina Gehrig Olive, was the daughter of John Gehrig, a farmer who lived 4½ miles south of New Douglas. He later moved to New Douglas. He was a very active member of the Old Settlers Association.

Marney & Foster maintained a grocery store in the building presently known as the village hall. It has since been remodeled and is used as a meeting place for the Village Board, also by the New Douglas Fire Department who purchased a modern fire truck with complete equipment in 1950.

Robert Alsop owned and operated a grocery store and also ran an undertaking establishment. Later Hugo Latowsky started an undertaking establishment and furniture store in an addition built onto the Latowsky Store Building. This was used until a more complete and modern undertaking parlor was built on Sixth Street and operated by Mr. and Mrs. Hugo Latowsky.

Paul Douglas was a harness maker—also a shoe cobbler. His shop still stands and was operated for many years by his son, Robert O. Douglas, who is now retired.

Mrs. Tillie McMullen was the village dressmaker. William Kline and "Darl" Foulke maintained barber shops. J. F. Smith owned the wagon shop and a blacksmith shop was added to it.

The livery stable which was on the present site of Rosenthals Tavern occupied a prominent place in the history of the village. At one time a "rig" met all the incoming trains and hauled travelers from the railroad station uptown. Among them were a great many "drummers" or salesmen who visited the local business houses and after completing their work here would hire a "rig" to take them to the neighboring towns of Sorento, Staunton or Alhambra.

The first postmaster was J. W. Lord. Among some of the ones in later years were Frank Alsop, W. W. Livingston, Dora Blair, Eugenia Prange, John Johnson, E. W. Bunn and L. R. Wall.

The Prange Brothers, August and William, built the brick flour mill which is still in the south part of town near the railroad station and is now owned and operated as a feed mill by Edward Rosenthal and son. In addition to operating the flour mill (from which flour was shipped to all parts of the United States and even to foreign countries) they branched out into merchandising business, operating a general store, also establishing the Prange Bank.

The city cemetery is in the north part of town and has been enlarged several times. It stands on a high rise of ground which was donated by the city founder, Alonzo Foster. Some of the oldest monuments date back to the very early years.

Town's Churches

At one time there were six churches in New Douglas—Methodist (Southern) built in 1867; Baptist, built in 1869; Catholic, built in 1870; Lutheran, built in 1874; Methodist (Northern), built in 1877 and Christian, built in 1878. Of these the Baptist, Catholic, Lutheran and Christian are still standing and church services are held regularly.

On Feb. 27, 1876, a violent cyclone passed through the west part of town traveling northeast. It demolished 11 buildings, including 2 churches, schoolhouse and Masonic hall. Rev. Henry C. Young, Methodist minister, was killed.

Of all the old business houses of the 1900's only the Van Delph Building (later known as Funns Drug Store) and the Masonic Hall are still standing. The drug store owned by Robert Livsey was destroyed by fire on July 4, 1895. The Robert Alshop building was used as a telephone office and operated by Mrs. Mae Bunn Schoenmetzler for 35 years. It has since been torn down. The Nickle Plate Railroad depot has been moved to the Catholic church yard and converted into a parish hall.

Edward Everett's Sister One of the First Order Members

One of the first band of Daughters of Charity of St. Vincent de Paul who came to Alton was a sister of Edward Everett, the chief speaker at Gettysburg Cemetery when President Lincoln delivered the celebrated Gettysburg Address. The order later founded St. Joseph's Hospital.

Edward Everett was one of the great men of his day, noted as an orator and statesman. He was president of Harvard College from 1846-49. On the death of Daniel Webster he succeeded as Secretary of State in 1852 and served until the end of Fillmore's administration. He served in the House of Representatives from 1825-35 and in the United States Senate for a short term, 1853-54. Noted as a great orator he caught a cold during a public meeting at which he spoke in Savannah, Ga. and died as a result in 1865.

Everett had also served as a minister for one year in 1815. His sister, Rose Genevieve, entered the Daughters of Charity, and became Sister Aloisia.

It was as teachers that the Daughters of Charity, including Sister Aloisia, first came to Alton. On Jan. 23, 1856, three sisters left St. Joseph's at Emmittsburg, Md., to take charge of a school at Alton. It was the school of the Immaculate Conception; and classes met in the old Mansion House on State Street. The school closed on July 10, 1858, and the sisters returned to Emmittsburg.

It was six years later that the sisters of the order returned to Alton—this time as nurses, to aid the Confederate prisoners in the Alton penitentiary. An outbreak of smallpox had almost decimated the prison population of 4,000 Confederates and, according to some sources, 1,000 Federals.

Prisoners were dying at a rate of six to 10 every day, from wounds, typhoid, and from the dread smallpox.

After the war, citizens prevailed upon the sisters to remain in Alton and they founded a hospital, now St. Joseph's at Fifth Street and Central Avenue.

Madison County's first shipping facilities were launched in 1805. Rude rafts were constructed on Chouteau Island.

Swiss Settlers Were Backbone Of Early Settlement in Highland

WAYNE MURRAY
OF THE INTELLIGENCER

It is believed that the first white settlers to locate any place near the present site of Highland came from Kentucky and North Carolina in 1804 and settled in the southeast part of what is now Helvetia Township.

These people did not buy the land but "squatted" any place they wanted to. When Illinois became a state about a dozen years later, many of the people secured titles to their land. However, many of the settlers did not obtain titles; consequently, large land dealers would buy the titles after the settlers had farmed and improved the land. They would then sell the titles to the settlers at outrageous prices or evict them from the property. After the settlers made improvements, they naturally did not want to leave so they paid the outlandish prices.

Clothing-Food

The clothing and food of the people were of the plainest. The clothing consisted largely of home spun cloths and home tanned furs. The food was quite simple consisting of wild game for meat; crudely ground, but baked corn for cereals; and for fruits it was anything found in the wild state. Despite these dietary limitations they seemed to acquire all the vitamins necessary for life, strength, and growth and we presume were just as happy as we are today. They took life as it came, hunting, trapping, and planting only what they needed for themselves, and their necessities were very moderate.

Swiss Settlers

The first Swiss settlers came to settle near Highland on the advice of Gottfried Duden, a German, who emigrated to Missouri. Upon his return to Germany he wrote and published a book describing Missouri as a wonderful new country where emigrants from Europe could easily get a start and live more happily and acquire more property than they could in their native land. Consequently, a party left Switzerland for Missouri in 1831. The land in Missouri was not suitable so they went to Vandalia, then the capital of Illinois, to learn of desirable locations. On the return trip to St. Louis, they traveled near the present site of Highland and decided that this was the perfect location. On moving to Looking Glass Prairie, some members of the party entered into the community plan. Everything that the people owned was turned over to the company. The members of the party also pooled their money. They purchased farming implements, land, and live stock before coming to Looking Glass Prairie. This company only lasted about a year then it broke up because of family indifferences.

These early Swiss settlers realized that the only way to make the little settlement develop into a worth-while place was to get more people to come—people who knew how to work and make from raw materials the many things a community needs. The only place to get these people was from their own native country; consequently, they began writing letters to everyone they knew in Switzerland who in turn passed the letters around to other people. These letters described the voyage and the new country.

The Swiss were amazed at the amount of level land, the price of the land, and the high wages paid in the cities. The early settlers were successful in their attempt and, more Swiss people came to the new country. However, the new settlers were disappointed in the new country because they expected it to be nothing less than the Garden of Eden. Many of them suffered homesickness; but since they did not have enough money to make the return trip, they had to make the best of it.

The new Swiss settlers promptly wrote letters to Switzerland saying that they were deceived; therefore, the working people didn't come for many years until the platting of Highland occurred. In the winter of 1836-37 the Illinois Legislature made appropriations of $1,600,000 for a railroad to connect Alton with Mt. Carmel.

It was thought that the railroad would run through the present site of Highland. In hopes of big profits, the Speaker of the House and friends bought 80 acres of land and wanted to plat a town site. They platted the town site and named it "Highland". All the Swiss settlers had become accustomed to the existing conditions and believed in the possibilities of the new town. Thus, they wrote letters back to Switzerland urging more people to come and more people did come—the working kind of people.

Boom Finally Comes

From this time on things began booming for the young struggling town. A general store and an inn was started, also the framework for a grain mill was begun and completed in 1839. The mill was the industry that made Highland the center of activity for this part of the country and assured its future growth. Adjacent to the grain mill, a saw mill was erected. The grain mill turned out good flour and good ground wheat and corn. People came from miles around in every direction. The people brought logs to have house and barn patterns sawed out.

Two very needed men now came to Highland to offer their services. They were a wagon maker and a blacksmith. Along with these men came a shoemaker, a woodworker, and a brick maker. As these businesses prospered, more general stores were erected to serve the influx of people. In 1840 more skilled workmen came to Highland. They were a saddler and harness maker, and a carpenter and grazer. These men did excellent work, thus people from all over came to Highland. These were small businsses that Highland really needed and businesses that inspired the growth of the town. From that time until the present time Highland has witnessed the growth and collapse of many industries and businesses. Many of the industries and businesses greatly benefited the town and reaped huge profits on the Highland people.

Some of the industries were as follows: the wool factory; the Highland breweries; the carriage factory; the railroad; Highland foundry; St. Joseph's Hospital; Highland banks; the Helvetia Milk Condensing Co., Highland embroidery works; newspapers; Highland municipal electric plant; the Wicks Pipe Organ Co.; shoe factory; Highland water system, post office, and sewage disposal plant; Highland Dairy Farms Co.; and the Hug Co. All of these businesses have intricate stories behind them, but it would take too long to relate all of them.

Perhaps the most spectacular businesses were the Wicks Pipe Organ Co., the Hug Co. and the Helvetia Milk Condensing Co. for these became nationally known. The Wicks Pipe Organ Co. supplies organs to cities all over the nation who emigrated to Missouri. Upon his return to Germany he wrote and published a book describing Missouri as a wonderful new country where emigrants from Europe could easily get a start and live more happily and acquire more property than they could in their native land. Consequently, a party left Switzerland for Missouri in 1831. The land in Missouri was not suitable so they went to Vandalia, then the capital of Illinois, to learn of desirable locations. On the return trip to St. Louis, they traveled near the present site of Highland and decided that this was the perfect location. On moving to Looking Glass Prairie, some members of the party entered into the community plan. Everything that the people owned was turned over to the company. The members of the party also pooled their money. They purchased farming implements, land, and live stock before coming to Looking Glass Prairie. This company only lasted about a year then it broke up because of family indifferences.

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As can be easily seen these enterprises brought much money into Highland, thus being a tremendous asset to the community. The same is true now of the present industries. Highland has the Wicks Pipe Organ Co., also Alton Box Board Co. in place of the Hug Co. and the Highland Supply Corp. in place of the Highland Dairy Farms plant. Some of the other present day enterprises include the Marine Garment Factory, Highland Ready-Mix Concrete Inc., Hi-Vac Inc., Basler Electric Co., Highland Machine and Screw, Jakel Manufacturing Co., Highland Builders Supply, Community Lumber Co., Linenfelser Lumber Co., Plumbing Contractors—Essenpreis, Geppert, and Housemann, Widmer and Petite Floral Companies, Highland Journal, Highland News Leader, and an abundance of restaurants, taverns, filling stations, and garages.

Village Government

Before 1865 Highland did not have any government. Everyone did as he wanted with no one to stop him, but in 1865 Highland voted on and approved a village government. This government consisted of a president and four trustees who were elected by the town. However, the offices of treasurer, clerk, and street commissioner were appointed by the president and trustees. This proved to be a fairly satisfactory government until 1884 when Highland changed to a city form of government. The people wanted more of the offices to be elective instead of appointive; consequently, they started the city form of government where the mayor; city clerk, treasurer, and two alderman from each ward were elected by the people. This form of government has lasted for many years until just recently when Highland changed to the city manager form of government.

Before 1848, the church and school were together. Many disagreements arose between the church and school but it was not until 1848 that they were finally separated. The protestant denominations have remained as such; however, the Catholic church prior to 1851 had been separated from the school but after 1851, the Catholic church conducted its own school. The Catholic church still conducts its own school but the rest of the churches send their children to the public school. Before 1837 there was a Catholic church, congregational church, and the Evangelical church in Highland. In addition in 1862 there is a Baptist, Christian Science, and Lutheran Church.

Highland has grown from a population of around 50 people in 1837 to 4943 people in 1960. Since those "old" days Highland has added some subdivisions — Ball Acres, Lakeland Terrace, Sunny Acres, and Malaba Village. It has gown from a town of small business to a town of large, booming industries. Highland has also won the distinction of being the cleanest town in this area, for travelers who come through Highland comment on its cleanliness and say that it is the cleanest town that they have ever seen.

Such is a great tribute to any town.



HIGHLAND CITY OFFICIALS—The current officers of the City of Highland are, from the left, seated: Mrs. Lucille Schmetter, clerk, Neal Berlin, City Manager, and Donovan W. Schwehr, mayor. Standing, Aldermen Fred Immer, Russell Hoffman, Vernon Ittner and Lester Hug. James M. Byrne, city attorney, and Gerald Wenzel, treasurer, are not pictured. (Intelligencer Photo)

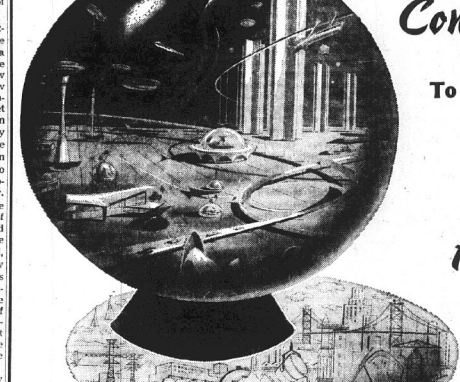
River Highway In the Winter

The nearly Arctic winters which used to freeze the Mississippi River solid are nearly forgotten in the present age, but old timers still recall when the frozen river used to be competition for Eads Bridge.

The river froze to such a depth in 1903 that drayage wagons traveled back and forth between the Quad-Cities and St. Louis on the ice. During a long freeze, it is said, bars were set up at midpoint of the river and travelers could "warm up" before continuing across the ice.

The Eads Bridge was the only one built until 1910, and the ice was a popular roadway during the cold winters. Many commuters to St. Louis preferred the ice to street cars by way of East St. Louis. The late John L. Fechte told in 1942 of one experience of falling through the ice while walking to St. Louis.

When the ice was solidly frozen, ice plants frequently sawed huge chunks from the Mississippi for storage and sale during the hot summer months.



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COUNCIL AND MANAGER—Part of Wood River's 53 year history as a municipality has been the transition from the aldermanic form of government to the current Council-Manager form by election Oct. 7, 1953. Carlton Laird, standing left, is present City Manager and Paul Louden (also standing) is Mayor. The council members from left seated are Ed Bean, Phil Belanger, George Nauyok and Hugh Worthen. (Telegraph Photo)

Wood River Grew as a City As the Refineries Grew Up

By JOHN STETSON
Telegraph Staff Writer

With the growth of the Standard (American) Oil Co. Refinery so grew Wood River.

It was 1906 that a contract was signed for the original 600-acre parcel of American Bottom land on which the refinery was constructed.

Preceding and since that time Wood River, and Wood River Township, has been rich in a colorful history typifying this section of Illinois.

Historians tell us that all of Wood River Township at one time was listed as part of Florida, which then was a Spanish possession. Later it became a French territory and after that was claimed as English.

Subsequently it was ceded to the United States government and Congress in 1800 divided the territory into the Ohio and Indian Territories.

The Illinois Territory was established in 1809 and in 1818 Illinois was admitted to the Union as the 21st state.

Preceeding the Standard Refinery construction, the area that is now Wood River was mostly farm land where the principal crops were potatoes and melons.

By the early 1900's produce was sold to residents of closer proximity but back in the early 1800's many from the Wood River area would float their salable items down the Mississippi to New Orleans.

Rafts on River

It was not uncommon in those days to see a flat raft loaded down with farm produce and livestock making its way down the Mississippi and stopping along the way.

The hardest part of the journey was the trip home or upriver which many times necessitated walking the shore and pulling the watercraft. Some simply abandoned their crude rafts and hoofed it back home.

Actually Wood River was not the first community to start developing with Standard, but rather it was the Benbow City.

Records show that a petition for the incorporation of Benbow City was filed Dec. 28, 1907, by A. E. Benbow followed by an incorporation election Jan. 14, 1908, when 17 voted in favor and 5 against.

Thus started the era of Benbow City, headed by the colorful Benbow as mayor.

On July 3, 1908, a petition for incorporation of Wood River, which was located west of the railroad tracks, was filed. On Aug. 14, 1908, the voters approved incorporation.

P. E. Ashlock was elected village president and M. W. Taylor was village clerk. The first board of trustees included: J. A. Redfield, K. J. Gleason, Andrew Marchwinski, Frank Schmuck, Anton Rendon and Sam Abernathy.

East Wood River Incorporated

With continued growth the eastern portion of the Wood River area grew and on Dec. 11, 1909, an incorporation election for a village of East Wood River was held. The election carried and S. A. Beach, Standard Oil executive, was elected president of the new community.

Trustees elected were W. R. Breyer, James Jennings, A. K. Whitelaw, Thomas Stahoviak, Louis Koenneker and Dan Haller. George Lang was elected village clerk and Robert Parks was named treasurer.

After a year, during which each of the Wood River communities continued to grow, an election to annex Wood River to East Wood River was held Aug. 23, 1910. The annexation was completed. On June 16, 1911, a state law was enacted changing the name of East Wood River to Wood River.

On April 24, 1917, annexation of Benbow City to Wood River was approved by the voters.

During these years, Wood River's chief industry, Standard Oil, had continued to grow. A time book of Frank J. Gainer, who was first timekeeper and later became assistant superintendent, shows that on April 7, 1907, three men were on the Standard payroll.

By the end of that year, when the refinery was running crude oil, more than 400 were employed.

Refinery Expanded

Among the principal products of the refinery in its early days were kerosene, fuel oil, coke, paraffin and asphalt. Once production of automobiles was established the production of gasoline took the lead and the growth and expansion are still continuing.

Pipelines from Texas and Oklahoma bring crude oil to the refinery and the Stanolind Pipe Line Co.'s line branches off to the Wood River Refinery on its way to Standard's (American's) Whiting Refinery which had been built in 1889.

Coastal crude oil comes to the Wood River Refinery by barges from Louisiana.

Making of additives and the creation of gasoline value have been prime functions at the Wood River Refinery. Additives for lubricating oils, inhibitors to suppress corrosion, pre-ignition suppressors and metal deactivators for gasoline are among those additives produced.

Wood River Schools

Going back farther than the history of American Oil Co. is the history of Wood River schools. The Brushy Grove School was established approximately 105 years ago as was a school of later years located on Old St. Louis Road. St. Bernard's School was built in 1920.

The official start of the Wood River school system, however, was in 1907 with the coming of the refinery. The next big improvement in the system was construction of the Wood River School in 1910-11. Members of the first Wood River School Board of Education were: A. K. Whitelaw, president; G. F. Waggoner and Charles Reuter.

First Club

The first club in the mushrooming community of Wood River, which in 1920 was the fastest growing community in the county, was the Woman's Club, organized March 15, 1916.

The late Mrs. M. F. Manning was first president of the organization which contributed much to the community progress.

Mrs. Manning, who was an outstanding contributor to public service in her own right, was a member of the club when the group promoted and helped establish the first Wood River Library in 1920 at 27 W. Ferguson.

In 1922, the Standard Oil Co. presented to the city a swimming pool, which is still in use today, and the "Roundhouse" recreational building adjacent to the pool. This building is used every year by many teenage youth groups for recreational activities and by adults for meetings.

S. A. Beach was the first mayor of Wood River, serving the community from 1910 to 1921. He was general superintendent of the Standard Oil refinery.

List of Mayors

Other mayors through the years included: Otto Nagel, W. A. Tipton, John Hamilton, Roger Holcomb, Henry Schnaufer, Leslie Harrod, Charles Baker, Lavier Humphrey, William Stoneham, Ivan Kramer, James Delaney and encumbent, Paul R. Louden.

In 1923, Wood River graduated from village to city status and this brought about the aldermanic form of government preceded by the former system of a village president and board of trustees.

Wood River operated her municipal affairs under this system until Oct. 7, 1953, when a majority of the voting citizens voted in the manager-council form of government.

The city is currently employing the third city manager in the nine-year history of the council-manager form. He is Carlton Laird. Laird was preceded by Ray Harbaugh and Leland F. Kraft.

Thus Wood River, since 1906 when there were only a few farmers in the area, has grown to a population of 11,694 today and shows signs of continued growth based on its rich industrialized background and bright prospects for the future.

Impression Given of Early Life

Madison County was not always an area of orderly cities, cultivated fields and superhighways. But the remoteness of the modern age to the pioneer days of the Mississippi Valley makes it difficult to envision the mode of life the settlers knew.

About 1817, Gershom Flagg held 160 acres of land near the confluence of the Missouri and Mississippi rivers. Flagg had ventured from Vermont to settle here, and excerpts from his letters reveal his pioneer experiences:

"The soil is of such an alluvial nature that the water courses cut out deep channels from six to 20 feet deep generally. It is not exceeded by loveliness or richness of soil by any in the United States.

"The bottom prairies are covered with weeds of different kinds and grass about eight feet high. The high prairies are also covered with grass but finer and not so tall.

"The roots of the grass are very tough. It generally requires three yoke of oxen or six horses to plough up the prairies, and the plough must be kept at a keen edge by filing often, the steel not being hardened. After one year the ground is mellow and requires but a light team to plough it.

Fire Problem

"The timber is not so good as I have seen; generally, the fire kills and checks the growth every year. When the fire gets into high thick grass, it goes faster than a horse can run and burns the prairie smooth.

"One steamboat ran from St. Louis to Louisville, Ky., the last season and another from St. Louis to New Orleans. One of them came up to St. Louis the 1st of January last and returned, but the ice generally covers the river in January and February.

"We have a great plenty of deer, turkeys, wolves, opossums, prairie hens, eagles, turkey buzzards, swans, geese, ducks, brant, sandhill cranes, parokites and many other small animals and birds.

"There is more honey here in this territory I suppose than in any other place in the world. I have heard the hunters say that they have found eight or 10 swarms in a day on the St. Gama and Illinois Rivers where there are no settlements. Truly, this must be the land of milk and honey.

"The stock of this country consists principally of horses, horned cattle and hogs. Hogs will live and get fat in the woods and prairies. I have seen some as fat upon hickory nuts, acorns, pecans and walnuts as ever I did those that were fatted upon corn. All that prevents this country being as full of wild hogs as of deer is the wolves which kill pigs when the sows are not shut up til the pigs are a few weeks old.

"Cattle and horses do very well in this part of the country; they get very fat by the middle of June. They do not gain much after this, being so harrassed by swarms of flies which prevent their feeding any in the heat of the day. Wherever a fly lights upon a horse, a drop of blood starts. I have seen white horses red with blood that these flies had drawn out of them.

Trail Through Area

"The quarter section which I now own is on the trail which leads from Edwardsville to Fort Clark. This fort was built in the time of the late war (1812). The United States also has garrisons upon the Red River, Arkansas, and Missouri Rivers. The people of this territory have no pasture but turn everything out to run at large and when they want to use a horse or oxen they will have to travel half a dozen miles to find them through grass and weeds higher than a man can reach on horseback.

The grass and vines are so rough that nothing but their leather hunting shirts and trousers will stand any chance at all."

"These kind of people, as soon as the settlements become thick, clear out and go further into the new country."

The wives of Ninian Wirt Edwards, son of the governor, and Abe Lincoln were sisters.

Moro, a Small Community, But Still Has Progress

By MRS. MARGARET KABEL
Of The Intelligencer

The town of Moro is situated in the south boundary of Moro Township which was surveyed in 1814 by J. Melton Moore.

According to historical material, as compiled by the late Norman G. Flagg, the first settler in the township was Zenas Webster, who came in 1820 and built a cabin on the east side of "Springfield Road," known now at Route 112.

Early Settlers

A Mr. Branstetter was the second settler. Other early settlers were Thomas Wood, Thomas Luman, Abraham Preuitt, Joseph Hughes.

Louis D. Palmer, father of Governor John M. Palmer, came in 1831 when the future Major General, U. S. Senator, and Governor of Illinois was 14 years of age. Another son, Elihu Palmer, was a Baptist minister and conducted the first preaching service in this community at the home of Zenas Webster.

Among other early settlers coming in the 1830's and 1840's were the Sanner family, Lathy, Carters, Dorseys, Coopers (English), F. Myer (German); Hornsby, McKinney, Campbell, Engelke, Pape, and Hatchers.

The town of Moro, which now has a population of approximately 300, was first known as Hampton and dates its existence from about 1853.

At one time the New York Central lines operated the "Big Four" railroad through the town and had a depot for many years.

Industry

A 3-story flour mill, owned by James Montgomery and Hugh Smith was in operation for a time.

James Perd Smith was Moro's early leading citizen, being station agent, postmaster, and owner of a general store.

A brick yard was operated one-half mile north of town, and in 1911 a cement tile factory was put into operation and run by local capital. A grain elevator for the purchase of grain was also operated in Moro.

Blacksmiths at various dates were M. Skiles, John Klaus, George Griffith, George Hovey, and Edward Helmkamp.

Lanterman Brothers did a large business in hardware, lumber, and livestock shipments.

T. A. Mutchmore kept a general store for many years. Hirman Stahl also kept a store and was succeeded by a son, C. E. Stahl, and later by a grandson, Ralph V. Stahl. This place of business is now operated by Paul Lowenstein.

Another store conducted by William Montgomery and later by Ephraim Green is now operated by Henry Nolte.

Besides two modern grocery stores presently operated, George Burwell operates a hardware store, Homer Klein a garage, and Helmkamp Brothers have a farm implement business, modern welding and repair shop.

Several coal mines near Moro were operated for many years. Herman Kabel, and later his son, George, and William Wilkening, Sr. and his son, William Jr., operated small mines. Much of the coal was transported by wagons to nearby towns.

A St. Louis firm operated a strip mine just west of Moro for two years. This coal was stripped at the mine and hauled to the tracks at Moro. There it was cleaned, graded, and loaded into cars for shipment.

The first telephones were installed in 1904 with two parties having hand cranked phones. Later it grew to 100 members, who built and serviced their own line and switchboard at Moro. The town is now served by Illinois Bell Telephone Co. with all of its modern equipment.

Churches Established

Two churches are on the outskirts of the town — the United Church of Christ (St. John's Evangelical and Reformed) and the Moro Presbyterian Church.

The Presbyterian Church was organized December 9, 1948 under the leadership of the Rev. Valentine Pentzer and the Rev. P. D. Young. There were nine charter members. It was then known as "Rattans Presbyterian Church."

Two missionaries have gone out from the church, the Rev. J. N. B. Smith who served 20 years in China and the Rev. Ernest Smith (no relation to J. N. B. Smith) who worked among the people of the Ozarks and was known as the "Shepherd of the Hills."

Four other members answered the call to the ministry. They were Charles Young, Arnold Smith, W. A. Green, and Melvin Elliott.

A Centennial celebration was observed in October, 1958.

The Rev. Wayne Hoxsie is the present pastor of the church which has often been called "The Little White Church in the Prairie." The membership is 145.

The United Church of Christ (Evangelical & Reformed) was established on its present site as a Presbyterian Church in about 1860, with a log school house serving both for worship services and school teaching.

About 1869 a number of people of Evangelical faith moved into the community and held services in a home. Later the Evangelical Church was organized with 20 members. They acquired the present property site and in January, 1872, their first pastor, the Rev. George Maul was installed.

Seventeen different ministers have served the church, the present one being the Rev. Ronald Christeonsen.

A new church was built in 1904 and the growing congregation, with a membership of 225, now worship in a beautiful rural church, with services held each Sunday.

Four young men, all Helmkamps, dedicated their lives to the ministry of the church.

There is also a recently organized Baptist Church in the town.

Schools

The present school building was built in 1920, with an addition in 1959 for kindergarten pupils. For years, eight grades were taught at the school, then for several years there were 2 years of high school added. Since the consolidation of rural schools into District 7, only the first three grades and kindergarten are taught at Moro, and the fourth, fifth, and sixth grades are at a new school at Midway. Pupils beyond the sixth grade are transported by bus into Edwardsville. Seven teachers, besides Principal Dean C. Pieper, are employed in the schools.

A Parent-Teachers Association was organized many years ago and is still carrying out many worthwhile projects. Set up in the old school system years, it is still operating with the new unit system. Hot lunches are served at the two schools. Originally known as the Moro PTA it is now called MM PTA (MM standing for Moro-Midway). John Sawyer is president of the organization.

The Moro Improvement Association was organized in 1956 to promote and carry on civic, charitable, educational, and patriotic activities.

Through the efforts of the organization, street lights, street names and house numbers have been added for the residents.

The Moro Woman's Community Club was organized in June, 1953, with 16 members. The object of the organization is for mutual counsel, sympathy, and an action for development of home and community. Solicitation for funds for such organizations as Heart Fund and Cancer Fund are handled by the club. The club is a member of the 22nd District Federation of Women's Clubs and of the General Federation of Women's Clubs. It now has a membership of 37.

Present officers are Mrs. Robert Hood, president; Mrs. L. E. Sawyer, vice president; Mrs. Robert Cooper, secretary; Mrs. Rudy Becker, treasurer.

Another club in the community is the "Merry Maids" 4-H Club, under the direction of Mrs. Orville Cooper and Mrs. Lyndel Neese. They have a membership of 20 girls who are doing outstanding work in club activities.

Moro has always had a post office and for many years has had rural delivery service. Mrs. Dan Ayres is the postmistress and Frank Huenegar is R.F.D. carrier.

Elmer Helmkamp is the present township clerk.

American Bottoms Rich Farm Lands

The American Bottoms of Madison and St. Clair Counties, where once leagues of Indians roamed, contain some of the richest farm land in Illinois.

An expanded floodplain of the Mississippi River, the bottoms sweep out in a bow-shaped arc from limestone bluffs along the river at Alton to bend in 24 miles to corresponding limestone bluffs to the south at Dupo.

The Mississippi stretches like a cord between the two bluffs. In its age-old flooding, it has deposited up to a six-foot layer of rich silt across the 100,000 acres which comprise the span of the bow.

Two-thirds of the American Bottoms lies in Madison County. The heavy-yielding loam has spurred agricultural development in areas not taken up by principal metropolitan cities. The vast land is laid out in small farms which appear as neat and symmetrical plots of green and brown.

William Emmert Was Race Horse Breeder

One of Madison County's early race horse breeders was William Emmert, born in Tennessee on April 24, 1817.

He settled in Madison County and later married Susan Stewart in March of 1836.

Some of his more noted animals were Cotton Picker, Cotton Tail and Frenchman.

Early Land Entries In Madison County

Early entries of land in Madison County were made by Jacob Lurton, 1820, 106 acres; Josiah Cummings in 1820, one quarter section; Isaac Scarritt in 1821, 107 acres; Joel Finch, D. Manthrop and M. Marlary in 1822, 80 acres; Joseph S. Reynolds in 1822, 80 acres; and John Murray in 1822, 80 acres.



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Latest Statement and Pictorial Brochure Sent On Request



HAMEL VILLAGE BOARD—Members of the 1962 Village Board in Hamel are, from the left, front: W. H. Langendorf, treasurer, Wilbur F. Meyer, mayor, and Harold Halbe, clerk. Board members, back row, are: William Hering, Albert Ernst, Marvin Behrhorst, Gilbert Koch and Loren Kessman. Absent, Gus Bekemeyer. (Intelligencer Photo)

Hamel, Young in Years As a Corporation But Long in High Ambition

By MRS. HAROLD HALBE
Of The Intelligencer

Where Jack Hamel came from and where he went, nobody in Hamel seems to know.

And the history books don't tell us.

What is known is that he got a title from the government to his Ridge Prairie land in 1848 which was land lying at the crossing of two roads—an old trail and an ancient trace of a trail.

The Kaskaskia and Peoria trace had been cleared by buffaloes and Indians long before the days of recorded history. Before 1800 it had been widened by the two-wheeled, ox-carts of the French. And before Jack Hamel bought his farm, it had become the Edwardsville-Staunton Road.

The trail dated back to 1812, when the Rangers cleared a way from the Wood River to the Sangamon, to facilitate their march to the Indian towns. Ten years before Hamel acquired his land, the trail became the Alton-Greenville Road. Today it is Route 140.

Establishes Mill

Near the northwest corner of the intersection, Jack Hamel, with two partners, established a steam flour mill in the 1850's. This was wheat country and the reason for the mills going out of business after only four years of operation may have been that the busy mills at Edwardsville gave too much competition. Close by the mill site, though an early census lists Jack Hamel as a farmer. He put up a frame building for a general store in the 1860's. He provided travelers with food, often getting his wife and his help from their beds to cook a good meal for tired, hungry drovers. Those were the days when droves of cattle, horses and hogs, and even turkeys in flocks, were driven overland from far places and ferried across the river to St. Louis.

The last date that can be associated Jack Hamel in 1871, when he sold his store and apparently left the township to seek new adventure in unknown places.

Jack left behind him the name that marks the intersection where he built his home, is mill and his store, "Hamel's Corner", it was called for fifty years; and the name lingered on even after the Illinois Traction (now Illinois Terminal R. R.) came through, and "Hamel" was painted on the small box of a station.

Incorporates In 1955

Another 50 years went by before Hamel became an incorporated village, first in the township. That was in 1955, when the census showed a population of 331. Incorporation wasn't easy, carrying by two votes. The opposition had gained strength by adopting the usual slogan; "It will increase your taxes." Wilbur F. Meyer was named the first village president, which office his holding at the present. Present members of the village board are Harold Halbe, clerk, William Langendorf, treasurer, Gust Bekemeyer, Gilbert Koch, Loren Kessman, Marven Behrhorst, Albert Ernst, and William Hering.

The newly organized village proceeded to buy a sewer system owned by Cassens & Sons and this was enlarged. A water system was installed, streets were improved, a fire protection district covering the entire township was organized. A small park was developed, and a bank was organized and opened in 1957.

A move was formed to get a Hamel post office to replace the rural mail routes out of Worden and Edwardsville. Local mail service was achieved in 1956 and the office was set up in a new building in 1959. Walter Steinmann is postmaster and has held the post since inception of the office. Natural gas was made available to Hamel residents in 1959.

Hamel officialdom has done what it could to promote the interests of the community, but most community projects have been advanced by the Hamel Businessmen's Club, the name of which is more restrictive than themembership. The club takes any resident of the community whether he is in business or not. Elmer Finke is the present chairman of the club.

It was they who put on the homecoming that earned the money to build the building that houses two fire engines, and the present project of the club, is a community building located in the village park.

No Churches There

The community, by geographical chance, just happens to belie an old dogmatic question," you wouldn't want to live in a community that doesn't have a church, would you?".

Hamel, peaceful, law-abiding and pulsating with ambition, just doesn't happen to have a church within its limits. This is regarded as no great black mark, since a Lutheran Church (St. Paul's) originally organized for a rural population, is located a mile and a half north of town. The Immanuel Evangelical and Reformed Church, also designed for rural congregation, is located one mile to the south.

Long Family Prominent in The Early Years

One of the most eminent of Madison County's early families was the Long family. Four brothers in that family, Enoch, George, Joseph and Benjamin, were the most notable.

Enoch Long settled in the Upper Alton area about 1819 and his land holdings became a large addition to the town, including the areas approximately bordered by College, Main, Bostwick and Seminary Streets. As deacon of the Presbyterian Church in Upper Alton he donated the land on which the present building stands. He was an officer in the War of 1812 and led the group of men who defended Elijah Parrish Lovejoy on the night of his assassination, Nov. 7, 1837.

Major George W. Long, born Nov. 21, 1799 in Hopkinton, N. H., graduated from West Point in 1824 and taught there in 1827. Later in his career he was chief engineer for the State of Louisiana, from 1836-39.

Major Long settled in Madison County during 1839. From 1852-60 he served on the board of trustees for Shurtleff College, and during the Civil War, saw action in numerious important battles as a major in the Corps of Engineers. His extensive land holding include the land he donated for the present Summerfield School.

Dr. Benjamin F. Long was born Aug. 1, 1805, and came to Alton in 1831. He had only intended a short visit with his brothers but became interested in a small girl who was ill and eventually made his residence here. During the cholera epidemic of 1849, after traveling widely treating his patients, his health failed so he gave up his practice, moved to Grafton in 1850.

Dr. Long did extensive work in fruit growing and in 1863 became one of the early presidents of the Alton Horticultural Society, the oldest such organization in the state. When the state Horticultural Society was formed in 1856, he became the first treasurer of the organization.

Joseph F. Long, a long-time resident of the county, served on the County Board of Supervisors at various times from 1883 to 1912. He was noted as having served longer on the board than any other person, a total of 13 years, up to that time.

A Lodge of Free Masons was established in Alton as early as 1822.

Hurricane of 1805 Caused Much Damage

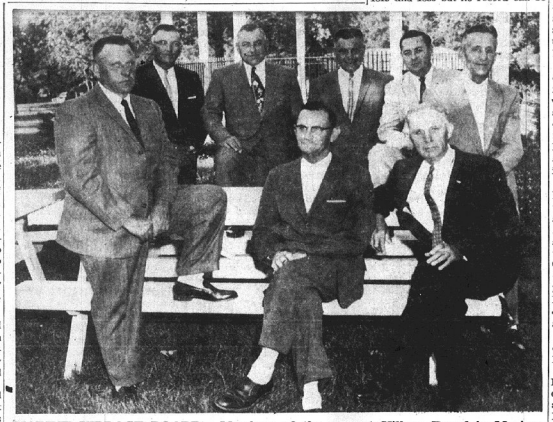
The first mention of a destructive hurricane in Madison County is that of the one occurring June 5, 1805.

The storm moved from the southwest to the northwest across what is now the county. It swept over the American Bottom, cutting a swath about three-quarters of a mile in width, demolishing houses, tearing up trees, destroying stock and everything moveable in its tempestuous pathway.

It swept the water out of the lakes, scattering the fish therein far out on the prairies. It carried in its wrathful embrace tops of pine trees from 50 miles out in Missouri.

There were but few inhabitants then in the county and no one was killed, but several were severely injured by flying rails and timbers.

The period from 1840-1860 was the golden age of steamboating on the Mississippi, and Madison County shared in the general prosperity from it.



MARINE VILLAGE BOARD—Members of the present Village Board in Marine are, from the left, front row: Virgil Mugler, trustee, Armine Halleman, clerk, and George H. Pence, mayor. Back row, trustees, Louis H. Ahlmeyer, Charles Zika, Luke Neudecker, Harold Schwartz and LeRoy V. Carrell. (Intelligencer Photo)

The cannons of Louis 14th, of France, were taken from old Fort Chartres to Fort Russell, northwest of Edwardsville.

Marine Has Long History Of Progress, Development

By MRS. ARNO R. MEBOLD

Today, one speaks of Marine and Marine Township but in the past this same locality was known as the "Marine Settlement."

Today, Marine township lies just east of the central part of Madison County and is bounded by Saline, Alhambra, Pin Oak and St. Jacob Townships. This beautiful fertile, and greatly developed township is now covered with fine farms and is teeming with great stores of agricultural wealth. Its history began long before Illinois became a state of the Union.

Pioneer Families

Among the early settlers were found hospitable Kentuckians, hardy woodsmen from Tennessee, thrifty New Englanders, Knickerbocker stock from New York, and generous people from Virginia.

Some of these pioneer families reached the Marine Settlement by two different routes, for some traveled through Virginia, then by way of the Shenandoah Valley to Tennessee, through the Cumberland Gap to Kentucky ferried by flatboats across the Ohio River to Shawneetown in Southern Illinois, from there they continued their overland journey in their conveyances such as covered wagons, two wheeled carts, horseback, and rockaways, to the prairie region. The other route was to Pittsburg, Pa. where flatboats were secured and used to float down the Ohio River to Shawneetown traveling the overland trail by wagon to St. Louis, then on to the prairie.

This beautiful rolling land with bits of wooded areas, the rich soil, the creeks with smaller streams containing a water supply was an inviting place for these pioneer home seekers.

Through the efforts and struggles with untamed nature, these sturdy pioneers made the land blossom and bring forth prosperity. Here they dwelt in love; in neighborly spirit, in social equality, and they developed a community of strength with spirit of thriftiness that has long endured. Their dreams, their steadfast spirit and the work of their hands still remains in the village's midst.

Naming the Township

This township, and town received the name of Marine Settlement at a very early day due to the fact that among the early pioneers were many sea captains, therefore the name Marine was chosen in remembrance of their seafaring life.

Part of the long roll of names of the early pioneer families who came to the "Settlement" between 1813 and 1818 were: Major Issac Ferguson, John Warwick, Captain Curtiss Blakemen, Capt. George Allen, Capt. David Mead, Capt. James Breath, Shipmate Justice Deselhorst, John Woods, George Newcomb, Joseph Ferguson, Aquilla Delahide, Abraham Howard, Absalom Ferguson, John Dean, Chester Pain John Campbell, John Giegler, Thomas Breeze, Rowland P. Allen, James Mason, Hail Mason, Elijah Ellson, Richard Ellison, David Thorp, Henry Thorp, James Sackett, Elijah Blakeman, Mark Batchford, Solomen Curtis, Wheeler Curtis, William Coon, James Ground, William May, Eliju Judd, and John Laird. This group came to Pittsburg, Pa., purchased flatboats and traveled down the Ohio River to Shawneetown, then came overland to Edwardsville. They spent the winter there and came to Marine in the spring.

During 1818, 72 families moved into the Marine Settlement. They included John Barnaby, Lefferd French, Jacob Johnson, two Mathew families, several families named Shine, several Anderson families, several Balster families, Adam Kyle, Jacob Schneider, David Gooch, Ambrose Houser, four Deck brothers, Mathias Long, John Ambuehl, William Geiger, Reuben Reynolds, Benjamin May, John Harrington, and Whitmil Harrington. Many other families came between 1819 and 1830 but no record can be found concerning them.

Many more pioneer families came to the settlement between 1845 and 1860. Some of them were Julius Voigt, Andreas Schmidt, Henry Heuer, Henry Leutuiler George Accola, August Iberg, Sam Iberg, William May, John Eickman, Valentine Ottwein, Frederick Wentz, George Phillips, Louis Volk, John Neudecker, and H. H. Elbring. Perhaps other names should be added. Many of these named families became leading business men in the settlement and because of their thrift and frugality they were able to acquire much wealth, some of which was acreage. Here they reared large families of sturdy men and women whose descendants have numbered many, and some are still living in this community.

Early Medical Care

When sickness occurred in the families of these early pioneers medical care was usually home remedies, the mother of certain families who had been taught by her mother or grandmother back East to use certain plant roots or leaves, or seeds to extract juices from them for such illnesses as chill, fevers, burns, insect bites, diptheria, dysentery, flue, skin poisons and frostbite. Some families that could afford drugs, purchased a goodly supply and brought them West. The supply did not last very long for they were shared with ill neighbors.

However, physicians began to come to the settlement to care for ill people and to bring into the world the babies that became the second generation. History reveals one of the first to come to the Marine Settlement to be Dr. Frederick Ryhiner who came in August, 1835, and remained for two years, leaving for St. Louis in 1837.

In 1838, Dr. George Townsend Allen, son of Rowland P. Allen, came to Marine as a practicing physician and surgeon. He was elected to the state legislature in 1854. He served as a surgeon and medical inspector during the Civil War. President Grant appointed him to the U. S. consulate at Moscow, Russia which position he held for two years. In 1872 he was appointed surgeon in charge of te U.S. Marine Hospital at St. Louis.

Dr. Joseph Gates of German descendants came to Marine in 1830. He remained there but one year.

Another physician named Joseph F. Evans came to Marine in the early 1840's and took active part in all civic movements. Dr. George Fitch came to Madison County in 1849 and started practicing his profession on the Fitch farm three miles east of Marine on the Highland and Marine Road. Dr. Augustus Burr Crouch came to Marine as a "family doctor" in 1856 when he formed a partnership with Dr. George T. Allen. Three years later Dr. Allen moved to Alton so Dr. Crouch took over the entire practice.

Dr. Alexander Fekete, a native of Hungary opened an office in Marine in 1859. He enlisted in the Civil War in 1862 and did not relocate here after the war.

Dr. Peter S. Wiedman came to Marine in March, 1857. He retired in 1898 and moved to Edwardsville in 1900. Dr. Otto Sutter was a native of Switzerland and returned to his native land after nine years of service. Dr. George H. Dewey came to Marine in 1864 upon receiving his Army discharge.

Following these faithful physicians have come Dr. Fisher, Dr. Judd, Dr. Scheirbaum, Dr. Farthing, Dr. Flamer, Dr. Uhich, Dr. Vestel, Dr. Holcomb, Dr. Doctor and Dr. Shoemaker, all giving the best of care to their patients, time to civic problems and an interest in making the community a healthier place in which to live.

Churches

The early church services of Marine Settlement were instituted in the homes of the pioneers. The first religious gathering and service was conducted in the home of Maj. Isaac Ferguson in 1813. The service was conducted by Rev. Samuel Lindley, a Baptist minister. Near the close of the year Rev. Peter Cartwright held religious services in homes throughout the settlement. This type of religious meeting was continued until 1821 when the first meeting-house for public religious worship was built. It was called the Union Church and was a substantial frame building with clapboard siding and split shingle roof.

A Presbyterian church was organized on Nov. 21, 1834. The first minister was Rev. Roswell Brooks, then came Robert Blake. In 1840, Rev. Thomas Lippincott served, followed by others. A Sabbath School was conducted weekly under the direction of Elder Potter and his wife. The church was a good frame structure built in 1851.

A Methodist church was erected on the site, and the new home of Herbert Becker Sr., has been built there.

St. Elizabeth Catholic church was built in 1872. In 1877 a rectory was built. Father M. Weis was the first resident priest. Soon a school house was erected, and after some years the church was enlarged.

The Church for Christ, known as the Disciples of Christ, was established April 7, 1860 at a place known as Reid school house. In 1871 a meeting place was built in the town of Marine. It has been remodeled recently.

The German Lutheran Church was organized in 1865.

The German Protestant which later became the Evangelical and Reformed Church, was organized in 1863. In 1856 a church house was erected, in 1871 a parsonage was built which underwent remodeling in 1952. All services were conducted in German until 1907.

Education

The education of the children of these pioneers began in 1814 when Arthur Travis taught the first school in the smoke house of Maj. Ferguson's farm. About 20 pupils attended.

The next school was opened in 1819 in an empty cabin which stood between the homes of Capt. Blakeman and R. P. Allen. The first teacher was a young man from New Haven, Connecticut. This cabin used for many years, contained rude seats of split logs hewn smooth on one side, few windows and a rude stove.

When the Union Church was erected it was used as a school until a one-room brick school was built in what is now the southern part of Marine village.

When this one-room brick school was filled with more children than space provided, a new two-room frame school was built on the site just opposite the southwest corner of the park. The next was a two story school two blocks east of the structure. The frame building became the Marine Academy and the brick structure became the Masonic Lodge.

In 1874, a six-room building was erected and served until 1956. At that time, an eight room brick was built with a cafeteria and gym.

Business Life

The business life of the Marine settlement came about through necessity — food was needed so Capt. Blakeman built a tread mill. The first steam mill was built in 1852. St. Jacob had the nearest railway station so produce was taken there and shipped to market.

Mail Delivery

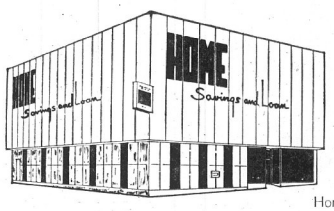
Mail delivery came to the settlement very irregular at first, but later it was brought to the village every other day. The first postmasters were R. P. Allen and second was John Ferguson.

The Town of Marine

On Nov. 18, 1839 lots were auctioned at the home of R. P. Allen and soon a community called Madison lying just north of the Marine Settlement, was begun. Slowly, permanency of a village took place but the name was changed from Madison to Marine, again to honor the early sea-farers of the Settlement.

The village of Marine was laid out in 1834 by George Welsh, James Sample, J. W. Jeffress, Curtiss Blakeman and Abram Breath.

Land for a park was donated by Abram Breath.



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MEMBERS OF THE St. Jacob Village Board are, from the left, seated: Mrs. Ruby Galeener, clerk, Milton Blumer, mayor, and Russell Anderson, treasurer. Standing, Lester Ruff, Harold Thurnau, Carl Wendler, Robert Suter and Edwin Niehaus, all trustees, and Louis Noeltner, maintenance. Trustee Lester May was not present for the picture. (Intelligencer Photo.)

Homecomings Are a Vital Part of St. Jacob People

By MRS. BEATRICE ELLIS
Of The Intelligencer

In the year 1810 there settled in and around Section 7 of St. Jacob Township several families from Kentucky and Tennessee. Among them were the Lindley and Shilton families and William and Augustus Shilton.

In 1811 the settlers from St. Jacob, Marine and Troy Townships, fearing raids by the British-incited Indians, built a fort and blockhouse on a site west of the present overhead bridge, west of St. Jacob. This was Fort Augusta and a cemetery bearing the same name is all that remains to mark the place today.

Fort Commander

The fort was commanded by Major Isaac Ferguson who had settled in Marine Township. Here, in 1811, was born Thomas Shilton, the first child, and the first marriage was solemnized between Joseph Ferguson and Virginia Smeltzer. David Smeltzer taught the first school in the fort and the first death was that of Augustus Shilton about 1814. Religious services were held by John Lindley, a strict Baptist. The Lindleys had taken up land some miles south of the fort and later a Baptist church was built on their ground.

John Laird was appointed the first magistrate by Legislative Council at Kaskaskia. Soon after this appointment, an election was ordered, and in 1817 John Howard was elected justice of the peace and Nicholas Kyle as constable.

The western part of the township was once known as Terrapin Ridge and the eastern part as Looking-Glass Prairie, a name still used in the northeastern part of the township.

At a crossroads in Section 16 of the township, Jacob Schultz acquired land and built a house. Here he sold whisky to the travelers. In 1849 Jacob Schroth and his wife, Walaburga (nee Berkley) arrived from St. Louis. They bought several acres of a corner of the Schultz farm and opened the St. Louis House, a store and wayside inn. It was located on the southeast corner of an intersection of a north and south trail and an east and west trail. The latter became known later as the Old National Trail and then U. S. Highway 40. The north and south road was named Douglas Street.

After Mr. Schroth's death, his widow married Jacob Spohn, but continued with her place of business during and after his lifetime. The lady acquired considerable acreage in the vicinity and appears to have been an excellent businesswoman and an important figure in the growth of the community.

Town Named

Jacob Welli took up land in and to the north of the town site and it is from these Jacobs that the town gets its name. Originally the village and township were known as St. Jacob's or St. Jacobs, as old documents and maps attest. Somewhere down through the years the "s" endings disappeared and both the town and the township are now known as St. Jacob and are so designated on newer maps.

In 1851 a post office was established and in 1866 the town was laid out by Louis Schidler. At that time it consisted of a cluster of 20 houses.

Railroad Built

In 1868 the St. Louis, Vandalia, and Terre Haute Railroad was built through the north end of the village. This railroad later became a part of the Pennsylvania Railroad System.

The village was incorporated in 1875. With the advent of the railroad it grew and prospered. The population increased to 551 and has remained around that number to this day. At the time of the incorporation there was within the village a saw mill, a flour mill, a school, several churches, a blacksmith shop, a hotel, and several stores, including a drug store, one of the first known in this vicinity. Of the original business places only the blacksmith shop, now operated by Val and Gus Becker, still remains.

School Buildings

Before the four-room brick building was erected on the site of the present school building, the children of the village attended a school west of the town located approximately across the road from where the James Wells' farm residence now stands.

In 1873, John R. Wise, a conductor on the St. Louis, Vandalia and Terre Haute Railroad, built a large beautiful summer home just north and west of the railroad station in St. Jacob. Today this residence is known as the "Robard Nursing Home" and its appearance remains basically the same.

It is amazing to note that in comparing the Atlas Map of 1873, from which much of this information was taken, and the plat books of today, that the majority of the land is still owned by direct descendants of these pioneers. To name all of the families who were responsible for the success and welfare of the community would be impossible. All through the years many families through their bravery and foresight have contributed much to our prosperous and peaceful way of living.

Industries

For many years, because of the railroad, Valeir Spies Milling Co., Creamary-Calla Lily (Spies dairy), lumber companies and freight lines, the village was able to make their citizens self-sufficient, but, at present due to the changing of times and this being the machine age, just a small percentage have local employment. Many others commute daily to nearby Highland, St. Louis, Edwardsville, or the Tri-City area to work, and, as in the past, the majority of the residents being retired farmers are enjoying the fruits of their past labors.

The State Bank organized in 1903, and, since 1912 located in the present building on Douglas Street, is a well established institution, having survived the depression, and for years maintaining the trust and confidence of the citizens.

The Community Building a block west of Douglas Street, erected in 1924 is still a pride and joy to all. It replaced the old Turner Hall which was destroyed by fire, is operated by the township and is tax supported. Many for miles around recall the dances, enjoyed on the hardwood dance floor, home talent programs given on the large stage and bowling on the well-maintained alleys.

Government

Today the village is operated by Village President Milton Blumer and board members Harold Thurnau, Lester May, Robert Suter, Edwin Niehaus, Carl Wendler and Lester Ruff. Mrs. Gibson Galeener is the village clerk, Russell Anderson is village treasurer and Louis Noeltner, maintenance and law officer. The Village Hall is located in the center of the village on Douglas Street, the same north and south road which was so named in 1849. This is often referred to as Main Street. It had been paved for many years and is crossed on the south part of town by old U. S. 40 and on the north by new U. S. Highway 40.

The township officials are Edwin Schmitt, township clerk, Lester Schoeck, supervisor, Maynard Schoeck, road commissioner, and Mrs. Gus Becker, Mrs. Julius Arthur and Russell Anderson, auditors.

Good Farming Area

The community had always been noted for its fertile soil and dairy grain and livestock farming but in 1942 oil was discovered on the Hugo Meyer farm by M. D. Bryant of San Angelo, Texas. Instead of a rush to mine gold there was a rush of leasing ground and drilling for the black gold. In the 1800's when the forefather at Herrin's Grove built a fort, which in '42 was still being used as the Meyer farm residence, little did they know or care that beneath the surface of the rich soil was black gold. Their chief concern was providing food, clearing land and protecting their families from the Indians and having freedom which was deprived them in European countries from which they had migrated.

Even though the folks of St. Jacob have this peacefully contented feeling obtained by living in a small town, where everyone is concerned with each others well being and really care, they are not deprived of the big city convenience. With the Greyhound and Vandalia bus lines running through and the Pennsylvania Railroad, transportation is no problem.

A completely electric water and sewage system was installed in 1948. In the year 1951 the 80-year old Volunteer Fire Department dissolved and reformed into the St. Jacob Fire Protection District. The following year a new fire house was erected and a new engine purchased. The district now has two modern well-equipped fire engines, a disaster truck, with an auxiliary generator and a water tank truck. The firemen have the most modern fire alarm system for a volunteer fire company in the State of Illinois.

In 1953 the patrons of the Home Telephone Co. were notified that the switch over to a completely automatic dial system was being made.

"Old Socials"

Many felt remorseful when the old country schools were discontinued and, often are found reminiscing about the cake and pie or box socials and the old fashioned picnics. A good, sound educational system is an absolute necessity for any community and and after many years of planning this has been accomplished. In 1954, St. Jacob, Marine and Troy townships consolidated into the Triad Unit. The St. Jacob grade school is a modern brick building located in the west part of town, teaching the grades from kindergarten through Grade 8 with 221 pupils attending. In 1959 the first students entered the newly completed Triad High School located along U. S. Highway 40 west of St. Jacob.

A new postoffice building was erected and dedicated in 1959.

In 1961 installations were made and the Illinois Power Co. began supplying the village with natural gas. This same year Mississippi River Fuel and Transmission Co. prepared to store gas in wells drilled by the company for this purpose. The company's short wave tower, local office building and supplies are located on the Wm. and Ethel Kirchner's property. The formation in this locality has proven to be excellent for gas storage.

Each July the people of the Village and the township work side by side to make their homecoming and floats an inspiration to everyone who attends. This has been an annual event for more years than many can remember. The proceeds are used to help the village meet their obligation of the water and sewage bonds, the Volunteer Firemen to obtain and maintain better equipment, and the legionnaires to improve their home and playground, both of which are available for the good of all in the community. The fellowship and cooperation of the country and town folks alike is considered a great benefit and is the chief reason for the success of homecomings. St. Jacob was the last to discontinue the parade of all horsedrawn floats. This was caused by the disappearance from the farms to these draft horses in favor of tractors.

In St. Jacob there are three churches, the Methodist Church administered by Rev. Philip Snider, and the United Church of Christ by Pastor Keith Klosterman. The Bostwick, "Do you object to tobacco smoke?" She said she did, "decidedly." To this the future martyr replied, "Some people do," and proceeded to smoke the cigar.

Norton's Centennial History of Madison County relates the incident and said that "it seems to tarnish the halo which encircles the name of the man who died for the liberty of the press."

In 1822 a Lodge of Free an Accepted Masons was organized and installed in Upper Alton.

Troy Believed to Be Named After City of Same Name in New York

By RUTH SCHNEIDER
Of The Intelligencer

The first settlement of a white man was made in Troy on April 1, 1803. Jacob Gregg and a Mr. Moore settled in the southern part, a short distance north of where the Troy Grain Co. now stands.

Among other arrivals in the next year or so were John Jarvis, Stephen Dewey, James Riggin, Joseph Eberman, David Gaskill, George Carr, Calvin McCray, William Purviance, Jesse Renfro, William Hall, James Watt and others. (Mr. Gregg had three sons, John, Herman and Titus.) John Jarvis purchased the improvement of Herman Gregg, which is now known as Powell's Addition.

Jarvis erected a tavern and a grist mill, Troy's first two business enterprises. The former proved a popular stopping place for emigrants. The settlers that traveled to this point caused the convergence of rude bridle paths and cartways, so that the vicinity became a desirable location for a village. First came a store, and later log cabins were erected near the small trade center. Thus from the establishment of a tavern and grist mill, grew Troy.

One of the earliest buildings erected in Troy was a house on the southeast corner of Main and Market Streets where the drug store now stands. It was built by David Gaskill and was so crude in construction that a party of residents in a playful mood tore it down and burned the rough logs, that they might not again disgrace the corner. In the year 1831 the firm of White and Merritt conducted the only merchandise business in Troy. A harness maker by the name of Abner Kelly was also one of the businessmen in these primitive days.

First Postmaster

George Churchill was the first postmaster when the post office was established in 1833. A school was established in 1824 and it was not until 1842 that a church was organized. A protracted meeting was held in a grove on East Market Street. Here the organization of a Presbyterian Church was effected with 13 members. The first building of frame construction gave way to a brick edifice in 1871. It was struck by lightning some 35 years ago and the present building replaced it at that time. Wesley Jarvis donated the ground where the church stands as well as the ground for the City Cemetery.

Churches

The Methodist Church was effected in 1842. In 1947 a bell which came from a sunken steamboat on the Mississippi River, was brought to Troy and placed on the church. It was Troy's first bell. Afterwards it was placed on the public school where it gave 80 years of long, hard service. The Baptists built their first church in 1848. Another was built in 1876 on Main Street. This building was destroyed by fire and they now have the present modern building.

The Lutheran Church was established in 1865. The present Lutheran School building with auditorium was erected in 1911. A new church is now under construction.

St. Jerome's Catholic Church was established in 1883. It was first a small frame building on North Hickory Street. The present edifice on South Main was erected in 1895.

The German Evanglical Church was established in 1865.

The Friedens Evangelical Church was organized in 1874. A small brick church was erected on the present site in 1875. This was used until 1922 when a larger brick church was erected. This was enlarged, remodeled, and completed by 1959.

The Bethel (Southern) Baptist Church which is nearing completion was started in 1957.

The old original public school building was erected in 1856 and had only four rooms. Later years saw the erection of four more rooms. This was replaced by the present building in 1938. It has been considerably enlarged and a cafeteria added recently.

Another important educational institution is the McCary-Dewey Academy endowed by Dr. John S. Dewey in 1880. By provisions of a will he made possible Troy's first high school in 1880. He bequeathed an estate of 400 acres of land and $3,000 in cash for establishment of a high school. The first building was a large frame one. The present modern building was completed in 1930.

It is noted that in the year 1842 Troy contained about a dozen houses and had less than 100 inhabitants.

Trail Road Built

In the year 1843 the Old National Trail Road was constructed from the east as far as Vandalia. It was later surveyed through Troy. Over this route passed a line of four stages, running between St. Louis and Terre Haute, Indiana. Troy was the first station out from St. Louis where a lengthy stop was made and fresh horses were hitched up. This event always attracted considerable attention.

The old Vandalia Railroad line came through Troy at the close of the Civil War in the year of 1868.

A voting precinct was established in Troy in the year 1844. Previous to this time voters had the privilege of casting ballots anywhere within the county. Most men went to Edwardsville.

The land on which Troy is mainly built was entered from the government by John Jarvis, a native of Virginia, on Sept. 10, 1814. The township was named in his honor. The date of this entry of land, however, does not indicate the first occupation and settlement. Farms in the immediate vicinity were operated a long time prior to that date.

Troy was platted in 1819, but the plat was not placed on record until March 5, 1839, and the town was incorporated by a special act of the legislature in 1857.

The first president of its board of trustees was John Padon.

About the year 1836 Josiah Caswell laid out the western part of what is now Troy. It was called Mechanicsburg. This later became merged into the town of Troy.

The plat of Brookside, which lies in the south limits, was recorded Sept. 26, 1873. This became annexed to Troy in the Spring of 1891.

Clepper First Mayor

This gave a sufficient population for city organization, which was effected April 1, 1892. Jacob F. Clepper was elected the first mayor of the city.

The name of Troy was given to the city by James Riggin. George Churchill, a very influential and learned man among the early settlers, and David Hendershott had been to Troy, N.Y., at some previous time and from their report of the flourishing city, Riggin conceived the idea of naming this village Troy.

Samuel Kingston had the first drug store in town. The first hardware store was operated by Jacob Gubauer. Later John Gebauer and his brothers opened one. Albert Kleist and Frank Hampton had harness shops. John and Nelson Jarvis had livery stables. Ed and Watt Jarvis had dray lines. Philip Eckert and his son, George, had a cider and corn mill. This building on West Clay Street was razed in 1956 by Oscar Gindler.

At one time there were five black smith shops in Troy. Burke's Blacksmith Shop is still standing opposite the Grade School. In 1921 Troy had a big fire which destroyed the Opera House (a building which served the community as a movie house and a place for public performances), a residence, a shoe shop and two taverns. All of these buildings occupied the northeastern portion of the public square.

A coal mine was in operation in 1881 near the Pennsylvania Railroad in what was known as Brookside. Later another shaft was sunk about a quarter of a mile east. Sometime later both mines were abandoned. In 1900 the Donk Brothers sunk a shaft about one half mile northwest of the city and in 1953 this mine was closed.

The first bank was opened by J. Dillard in 1885. Six months later W. W. Jarvis took over this bank, calling it the Troy Exchange Bank. H. H. Padon was his partner in the enterprise. In 1887 Mr. Jarvis purchased his partner's interest. In 1931 during the financial crisis the bank was closed without the loss of a penny to any of its depositors. Troy had several other banks during its development. The present Troy Security Bank was opened in 1948.

A telephone exchange was started about 1895 by C. Busse and Henry Steinhaus. In more recent years it was operated by Edwin C. Frey, and upon his death, his son, Clarence took over the business. In 1954 the dial system was put into operation and in May, 1957 it again changed hands and is now operated by Illinois Bell Telephone.

First Newspaper

The first issue of the Commercial Bulletin, the first newspaper in Troy, was issued on Sat., April 20, 1872, with James N. Jarvis as the editor. The paper was sold several times and each time its name was changed. In 1897 B. W. Jarvis, son of the founder of the paper, purchased it and called it The Troy Call. In 1948 Paul Simon bought the paper and this time the name was changed to The Troy Tribune.

Troy at one time had its own electric plant, a brick yard and a shoe factory.

Troy still has its share of stores and in place of the early harness and saddle shop there are hardware stores, and to replace the early livery stables and blacksmith shops there are filling stations and garages.

In addition to what has already been mentioned, Troy can boast of a lumber yard, locker plant, two doctors, a dentist, a hotel, a weekly paper, several barber shops, taverns and a modern six lane bowling alley and snack bar.



TROY OFFICIALS—Members of Troy's city government are, from the left, seated: Mrs. Margaret Holshouser, city clerk, Oscar Gindler, mayor, Tony Caruso and Elmer Strom, aldermen. Standing, Max Groeteka, city police, Robert Sliva, alderman, Rolland Reiss, water commissioner, Carl Taake, city treasurer, Len Shaffner and William Lowry, aldermen, and Atty. Arthur Wendler, city attorney. (Intelligencer Photo)

Incident of Lovejoy And Cigar on Coach

Mrs. John Bostwick, a long-time resident of Upper Alton and a daughter of John Higham, one of Alton's first settlers, related a meeting she had with Elijah Parrish Lovejoy in a stage coach.

On the journey Lovejoy produced a cigar and said to Mrs. Bostwick, "Do you object to tobacco smoke?" She said she did, "decidedly." To this the future martyr replied, "Some people do," and proceeded to smoke the cigar.

Norton's Centennial History of Madison County relates the incident and said that "it seems to tarnish the halo which encircles the name of the man who died for the liberty of the press."

In 1822 a Lodge of Free an Accepted Masons was organized and installed in Upper Alton.

Samuel Wade Was Early Alton Banker

Samuel Wade was one of Alton's first financial and civic leaders. He was in the City Council when Alton was chartered in August of 1837, served as president of the Alton National Bank from 1877 to 1885, and was mayor of Alton for four terms, 1849-51 and 1855-58.

Wade was born in Ipswitch, Mass., on April 17, 1806. He married Eunice Caldwell in November of 1830 and arrived in Alton in 1831. Early in his career he was a carpenter and builder with William Hayden and was in the packing business with his brother-in-law, Dr. Ebenezer Marsh. He succeeded Dr. Marsh as president of the National Bank in 1877. An active member in the Presbyterian Church, he served as elder from 1841 to 1870, until the establishment of the Congregational Church in 1870.

Wade's son, E. P. Wade, who became the fourth president of the Alton National Bank, succeeding C. A. Caldwell (the first), was born in the first brick house in Alton, where the family lived in 1835. The house had been built in 1832 by Isaac Prickett. Wade also served as president of the Lovejoy Monument Committee.

In modern times, a C. A. Caldwell was president of First National Bank. His daughter is Mrs. J. A. Ryrie of Henry St.

In recent years, the last Samuel Wade was an officer of First National (once Alton National) Bank. His two children are the present members of the Wade family. Henry, who resides in San Francisco, is a vice president in charge of Owens-Illinois West Coast operations. The former Elizabeth Wade is now Mrs. Harold Boechenstein of Toledo, wife of the president of Owens Corning Fibre Blass Corp.

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OFFICIALS of the current Worden government are, from the left, seated: Elmer Moehle, trustee, Herley Gwyn, village clerk, William Jenkins, mayor, Glenn Daily, trustee, and Steve Vazzi, trustee. Standing, Robert Maedge and Wilson Clardy, trustees. (Intelligencer Photo)

Worden Was Young Lad WhenComing To America

A native of Tennessee, John Lamb, was the first to locate on the rich prairie of Illinois where the town of Worden grew up.

Lamb's Point took his name and the first postoffice, under the direction of William Roseberry. He turned that office over to his neighbor just across the road, James Burley. Then Hampton Wall's farm was the next stop for mail.

Wall set up a store with his post office and laid out the town of New Hampton. But his postmaster, too, left his interest in the town when he sold his business, with the post office, to John C. Worden.

J. C. Worden

At 13, Worden had emmigrated to America from England without his parents. Before settling near New Hampton he had tried his restless hand as a blacksmith apprentice, canal boy, farm helper, brickyard laborer, student, storekeeper and school teacher. Upon purchasing Wall's business in 1862 he became postmaster.

When an election was held seven years later concerning the right-of-way for the Decatur and St. Louis Railroad, J. C. Worden was influential in changing the negative vote to agreement. The railway station was named Worden in 1870 by the company in honor of the part John Worden played in helping them secure the land. Oct. 12, 1870 was the first mail by rail. As a result the post office was immediately changed to Worden.

The settlement of Worden had gotten a blacksmith shop in 1861 and W. F. Roberson opened a grocery in 1867. Joseph Floyd and Co. built a flowing mill in 1873.

Mining Company

But the mines made Worden boom. The Worden Mining Co. opened its mine in 1876 and June 26 of the following year brought up the first 20 bushels. The coal was hauled to town and auctioned to the highest bidder—Worden City Mills for $52.

In 1890 the population was 522, in 1900 it was 544 and in 1910 it zoomed to 1,082.

But the mines eventually were quit and Worden became a strictly residential town. Today 1068 inhabit it.

Worden has its own school system with an elementary and high school in the town.

In 1957 a water system was built, and in time for cold weather a gas system will be completed this fall.

Another recent addition to Worden has been the Assembly of God Church built in 1952 with later additions. The Methodist Chruch was begun in 1870 when Rev. J. A. Beagle of New Douglas circuit met with a few area citizens. Trinity Lutheran, Baptist, and Christian Churches have also established themselves in Worden and have become an integral part of the community.

John Hofmeister Came by Steamer

One of Alton's early residents came by way of Natchez, Miss., on one of the first steamboats ever constructed.

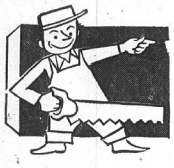
John Fredrick Hofmeister, born in Switzerland on Aug. 1, 1813, came to America in 1830. He walked the entire distance from Philadelphia to Pittsburgh, Pa. where he became a fireman on a steamboat. He went to Natchez from Pittsburgh and then to St. Louis in 1832. He first visited Alton on a trip with his St. Louis employer and the following year, in 1833, settled permanently in Alton.

In 1837 he married Tekla Walker. He was the father of nine children.

He was among the ardent Democrats of the city's early years. The name long was prominent in Alton.

"Cahokia head rights" were laid claims on grants of a 400-acre donation to each head of a family in the county at or before the treaty with England, 1783.

The first county judge was John G. Lofton, 1812.



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Baseball and Mines Were Highlights of Maryville

By MARGARET PEMBERTON
OF The Intelligencer

With the sinking of a mine shaft by the Donk Brother Coal Co. of St. Louis, the Village of Maryville had its beginning.

On July 2, 1902, the first meeting of the first Town Board was held at the home of W. E. Mabbs. The president was John Emg; clerk, Mike Daly; with trustees, Charles Fornero, John Contratto, Louis Novero, William Schoettle, Edward Williams and William Williams.

The land for the village of Maryville was acquired from the Mary and Theodore Lange farm. Thus the name of Maryville was taken from the name of Mary Lange.

The village was platted in May, 1904.

Records show that on Oct. 6, 1902, the first school was established, it being held in the second story of the Avetta building. Within a short time a new shool building was built across the Railroad tracks, east of the mine. Later an addition was made to this school as the village increased in population. This building was destroyed by fire on Nov. 15, 1915. With the aid of Donk, within a few months a new school was built at the present site of Donk Avenue, across from the City Park.

Utilities

The first telephone franchise was issued in Febrvary, 1905.

A cemetery consisting of two acres was acquired in June 1902. This is the same cemetery that is in existence today, located a mile east of Maryville.

Stores, hotels, rooming houses, blacksmith shop, taverns and other business places sprang up rapidly as the town grew to a flourishing mining area.

Fire Department

In June, 1905, the Town Board saw the need of the forernation of a Fire Dept. With the aid of Donk this was accomplished. A No. 38 Fire Engine with a 60-gallon steel tank for chemicals was purchased. This was later replaced by a pump engine. In 1938 the Volunteer Fire Dept. began with their annual homecomings and in 1939 were able to purchase their first fire truck. Continuing on each year with their homecomings they were able to purchase a second engine, their present Seagraves in 1958.

Beginning Churches

Churches began in Maryville as early as 1905, and 1906, when Sunday school was held at the City Hall. There was also a church near the first school, and this burned down in April, 1920. Present day churches were established with the Catholic Church in April, 1938; the Baptist Church in December, 1939. The Assembly of God Church was built in 1942, and St. Lukes' Methodist Church was dedicated In May, 1956. Each church has their own pastor and parsonages adjoin the churches.

The first electric lights were installed in 1915.

The first "hardroad" was built in 1923.

Until the year 1928 the streetcar tracks separated the east and west parts of Maryville. There were car barns north of Maryville and a freight office in the town proper.

A polling place at the City Hall was voted upon in June of 1906 and is still being used as such.

A public library was established in February, 1907.

Post Offices

The Post Office's first records date back to the issuing of the first money order issued March 3, 1908. W. E. Mabbs was the postmaster at that time, followed by Miss Priscilla Lucas and then Sarah (Cohen) Katz. This building was located on Main Street and later burned. The Post Office was moved to its present location on Center Street on Nov. 9, 1933. The present Postmaster, Antonio Leone, was appointed at that time.

Maryville continued to grow and prosper until the closing of the mine in 1925 because of an underground fire which made it impossible to operate the mine. Maryville beame a residential village "Whose Only Industry was Baseball." In 1931 with the formation of the Inter-City League, Maryville was one of the six member clubs. Maryville won the league championship that year in the play-offs.

A number of young men at that time went on to play professional and semi-pro ball, namely Dwain Sloat, Robert Boken, John Lucas, Al Krupski, Walter Schuerbaum, Mike Semanisin, John Drost, John Brussatti, Charles Boken, Welsey Gronemeyer, George Govenat, Lloyd Zarr and Joe Garnero.

To this day there is a great interest in baseball, it still being a member club in the Inter-City League, an American Legion team, a girl's softball team and several independent teams.

At the present time Maryville is still a residential town, and like every other place is keeping pace with the times with progress improvement and advancement.



MARYVILLE VILLAGE BOARD—Members of the current Village Board in Maryville are, from the left, seated: Frank Valino, village clerk, John Drost, mayor, Louis Nepute, treasurer and William Nepute, water commissioner. Standing, trustees, Earl Vallino, Noble Pemberton, Albert Ackerman, Ronald Lucas, Harold Oberkfell and Fred Turner. (Intelligencer Photo)

Slavery An Early Item In Elections

During 1823 considerable feeling grew in the county, as well as throughout the state, on slavery. The contest following, (to the party favoring introduction of slavery, or what was the same thing, the question of a Convention) had many leaders. Among these were Augustus Collins of Unionville (Collinsville).

After the Anti-Convention or Anti-Slavery proponents won, celebrations were in order. The Edwardsville spectator of Sept. 14, 1824 says:

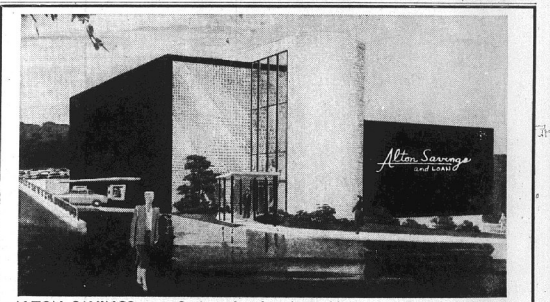
"On the 2d inst. AUGUSTUS COLLINS & CO. gave a dinner to the Anti-Convention Voters of Unionville Precincit, in this county, who met to celebate the success of the Friends of Freedom at the late election.

"The proceedings of the day were as follows:

"At one o'clock a procession was formed, and marched under the command of EZRA POST, Marshal of the day, to the Meeting House, where the ceremonies were commenced by prayer, and singing two appropriate odes; after which an address was delivered by AUGUSTUS COLLINS, Esq. The procession then marched to the house of the Messre. COLLINS', where upwards of one hundred and twenty persons sat down to a sumptuous dinner, at which Capt. CURTIS BLAKEMAN was president and WILLIAM OTWELL, Esq., vice-president.

"After dinner a number of toasts appropriate to the time were drunk, accompanied with martial music and discharges of cannon.

"It is worthy of observation, that notwithstanding, in accordance with the custom of the times, an abundance of liquors of various kinds were served to the company, yet, not an instance was observed of intoxication, profane swearing, or angry conversation, during the day."



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Emmet Howard — Emmet P. Howard Agency, 130 Whitelaw— Wood River

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Rolla Harrison — Rolla H. Harrison Agency, 2511 State — Alton

Eugene Hefner — David H. Overy Real Estate Agency, Jersey State Bank— Jerseyville

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Gene Millspaugh — Home Sales Company 1101 East Broadway— Alton

C. H. Auten — Clyde H. Auten Agency 2415 State—Alton

Hessenflow Agency — 9 North Wood River Ave. — Wood River

Don Hale — Don Hale Agency 415 East Broadway — Alton

Alvin Stolze — 128 North Haller, Wood River

Harry Hemphill — Harry F. Hemphill Agency, Union at Central—Alton

Ted Price — Price and Hale Agency 601 East Broadway — Alton

May E. Steiner — Steiner Real Estate, R. R. No. 1, Isabel Street — Godfrey

V. Joseph Wardein — V. Joseph Wardein Agency 307 Henry Street — Alton

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Loyce Woolf — Real Estate Exchange 716 East Fourth St.— Alton

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Eli M. Greer — Eli Greer Real Estate & Ins. 625 East Broadway—Alton

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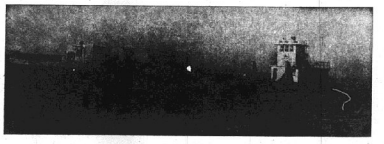
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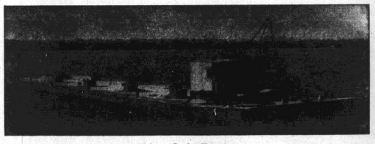
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ALL-AMERICA CITY AWARD presented to Granite City Mayor Leonard R. Davis (left). He is receiving the 1958 award certificate for the city from James A. Singer of the National Municipal League. Granite City, pin-pointed on the map, was selected with 11 cities showing extensive civic progress through citizen action. (Press-Record Photo)



40 YEARS SERVICE—When a post office opened in a community, it was a real turning point in the lives of the residents. It meant they were officially "on the map." In Mitchell, Mrs. May Hawks, has been postmistress for the past 40 years. (Intelligencer Photo)

Mitchell Was Named For John, William Mitchell

BY LOIS WEEKS

Mitchell Station was laid out by the C&A Railway Company and was situated in the North East Section 33, and the North West Quarter of Section 34.

The town contained two general stores, one of which was owned by the firm of Hinze and Kreuger, and the other was kept by Henry Reinamann. Henry Quinn owned a blacksmith shop and also kept a grocery store. A. Rapp was proprietor of a meat market, D. E. Smalley was the physician and the postmaster was Robert Krueger.

The ground in Chouteau Township in and around Mitchell was bought from the U.S. government by the early settlers. One known land owner, Philip Hawk, purchased a piece of ground from the Commissionaire of General Land Office at Kaskaskia, Josiah Meiggs, and signed by President James Monroe.

James Gillham was among the early settlers. He first came into the township in 1794 in search of his wife, who with her children had been taken captive by Kickapoo Indians in 1790, while the family lived in Kentucky. A search of five years was made before the family was reunited and in 1800 Gillham settled on Long Lake. Congress gave Gillham a farm of 160 acres in recognition of sufferings of his family while a captive of the Indians.

The first industry of the township was a mill operated as early as 1820 by a man whose name was Moses Job, which was near Mitchell. Job opened the first store in 1839.

Mitchell station was feeling important as early as 1813, the court entered an order establishing the first two county highways, one was from Edwardsville to a bridge over Long Lake in the neighborhood of Mitchell, the other was from that bridge to the Mississippi River a short distance from the St. Louis Ferry. Vatish Clark taught the first school in 1813, in Chouteau Township.

In 1866 the American Dyke was built and was a great enterprise, at an expense of $100,000. It commences in Section 9, and extends southward through the entire township following the course of the river and Chouteau Slough.

Mitchell Brothers

John J. and William H. Mitchell, brothers, owned about 4000 acres in the area of Mitchell.

During the Civil War, 1864, John Mitchell is recorded as having built the Alton and St. Louis Railroad which was merged almost immediately with the Chicago and Alton Railroad. When the C&A laid out the raidroad area, they named it after John Mitchell.

The Mitchell brothers became well known in the area as bankers and in 1871 John Mitchell backed the construction of an elevator in Venice. It was this time that Venice had been ruined by floods and the elevator construction helped the community to rebuild.

In later years, it is reported that John moved to St. Louis and William to Chicago.

First School

The first school built in Mitchell was a one-room, frame built in 1871, another room was built in 1904 and as the population continued to grow another room was added in 1937. In 1950 it was still overcrowded and the building was torn down and work was started on the present physical education and class room facilities. Unlike the early days when children had to walk for miles to school, school buses bring the children to and from school. Children from kindergarten through the Grade 6 attend the Mitchell School, and from Grade 7 through high school they attend the Granite City Schools.

The first blacksmith shop in Mitchell was opened by Henry Quinn and upon his quitting the business Al Paul, who came to the U.S. when a young boy and after learning the wagon and horseshoeing trade in St. Louis he came to Mitchell in 1877 and opened a general smith ship on the Old Alton Road. He later built a blacksmith shop in a corn field and continued the business until 1922. He retired as a blacksmith and opened a filling station and garage which business he and his son, Albert Jr., were operating at the time of his death, June 8, 1942. The garage and filling station is still operated by his son, Albert Paul, who has been in business for 40 years in the same location.

Churches

The little village boasted of a good catholic church building and parsonage. The cornerstone was blessed by Rev. J. F. Mohrn assisted by Revs. F. A. Ostrop, F. H. Zabel, A. Rustige, and C. Koenig. In 1881 a fine parsonage was erected, Rev. P. Kaenders being the first in charge. At that time about 40 families were in number who were well to do farmers. In later years the church was overcrowded and a new church and parochial school was built in Nameoki. Early morning mass is still held in the old church as some of the old members still worship there.

The Mitchell Presbyterian Church was erected in 1897 by John J. and Mary Carolyn Mitchell to serve the protestant people in the community of Mitchell, which in those days was called Mitchell Station. Being non-sectarian, any denomination holding services for 12 consecutive years would receive this property. In 1937 it was deeded to the church extension committee of Alton Presbyterian by the Mitchell Heirs. In 1951 it was deeded to the trustees of the Mitchell Presbyterian church. In the early morning of March 20, 1956, this building was destroyed by fire. Church services were then held in the St. Elizabeth parish hall until a new church was built in 1958, some four blocks east of the old church site. The congregation had never had a name and had been without a regular pastor for two years.

Important decisions in all of these areas as well as the usual difficulties in carrying on the work of the local congregation had to be made in rapid succession with the aid of a grant from Synods National Missions Committee and a loan from the Board of National Missions. A manse was purchased which was the home of Otto Reitz a retired C&EI employe on 133 Big Four Place, for the pastor Rev. John N. DiGiacomo who was installed on May 12, 1957. Later a restaurant building was built on the old church ground by Mr. and Mrs. Thomas Donaldson.

Oldest Resident

Frank Hanfelder, one of the oldest living residents in the Mitchell area, who celebrated his 90th birthday Feb. 18, recalls many changes in the 75 years he has lived around Mitchell. He came to Chouteau Township when a boy at the age of 15, and he farmed with his father until his death and continued farming near Oldenburg, then known as Comstock, where a Big Four railroad depot stood. He was tax collector for Chouteau Township in 1908 and in 1920 he was appointed assessor and served that office until 1957. He retired from farming in 1921, but still lived on the farm until a few years ago when he moved on route 67 because the Cities Service Oil Company bought out his land.

He recalls the year 1904, when the World's Fair in St. Louis was being held. The Illinois Traction Street Car Line was built from St. Louis to Mitchell then, and in 1905 it was extended to Alton. He says he remembers well the year, for the company took part of his wheat field and the track road was made with pick and shovel by a crew of Mexican laborers. He says with all the 75 years he has known Mitchell the biggest changes have been made since World War II, with the building of homes and subdivisions.

Route 270 Overpass

The most recent change made June 20 was closing of the railroad crossing at Mitchell by the new overpass of Route 270 which was disapproved by many.

Ernest Brooks, a lawyer from St. Louis, purchased a strip of land early in the 1900's and built a subdivision which bears his name, Brooks Addition, to Mitchell.

Two of the older homes built in Mitchell over 50 years ago, which still remain, are owned by Mr. and Mrs. Robert Weeks. Built in 1908 by a well known man of that day, C. W. Smith, who was supervisor of the township and who met his death by accident on Christmas day 1915. Another home, similar to the one mentioned was built about the same time by Charles Lexow, which is still owned and occupied by his son and daughter-in-law, Mr. and Mrs. Charles Lexow II.

Mitchell can be proud of the Volunteer Fire Department. On June 29, 1945, a group of men of Mitchell met to talk over organizing a fire department. The meeting adjourned late with another meeting called for July to organize and to see just who was interested. The following men were present: Al Paul, J. R. Williams, John Marshal, Walter Coombs, Thomas Smith, Roy Sullivan and George Warnecke. The group solicited funds from the business places and homes in the area and raised $600.

It was decided in July, 1946, to incorporate the department and build a fire station, the labor being furnished by the volunteer firemen at no cost. The department not having enough money to finance the entire construction of the building looked to one of the members, Al Paul, who advanced the money for the completion of the building. It was completed in time in March, 1947. Since then various improvements have been added. The first three trustees appointed for the district were Al Paul, Joseph Troeckler and George Warnecke.

The Ladies Auxiliary of the Mitchell Volunteer Fire Department was organized Oct. 11, 1946. The Auxiliary was the first one organized in Madison County and one of the first to be organized in the state. Mrs. Ida Belle Hanfelder was the first president, other charter members were Mrs. Al Paul, Mrs. J. R. Williams, Mrs. Earl Laswell, Mrs. Ben Eberhart, Mrs. June Allen, Mrs. Marcella Noud, Mrs. Jim Estes, Mrs. Bud Eberhart, Mrs. Clyde Norris, and Mrs. Velma Klien.

The Mitchell Public Water District was organized as a result of an election held on July 24, 1957. At that time, by a vote of 571 to 15, the people living in the area voted to organize the district for the purpose of obtaining water service for this area. After forming the district, the county judge, Michael Kenny, appointed a seven-man board of trustees to carry on the business and affairs of the district. The men appointed were Robert Weeks, Oney Allen, Ed Durbin, Lee Paul, Earl Phelps, Robert Franko and Wayne Pitchford. Construction is still going on, installing the water lines in the area, although 350 families in the area started using water on March 21, 1962. To finance this project, $640,000 in revenue bonds were sold.

Expansion Since WW II

Mitchell has expanded in size and population since World War II. New subdivisions have been laid out, one which was the farm ground owned by a well known resident, Frank Troeckeler, who was a farmer, bank director, and supervisor of Chouteau Township. This subdivision is Paradise Acres, which is a place of many beautiful homes, one in particular of Albert Paul, who has one of the finest homes in the area. Other subdivisions are Hills Terrace, Sunny Dell Acres, Cedar Park, Louis Place, Greenway Village and a number of others.

The people of Mitchell were impressed in September, 1960, to see John F. Kennedy, who was a candidate for president in the November election pass through Mitchell in a caravan touring Madison County. Mitchell is also proud of its churches beside the St. Elizabeth Catholic Church and the United Presbyterian Church. The Baptists have built a new brick church in the Paradise Acres Subdivision, another Baptist Church built in the Brooks addition in recent years. The Parent Teachers Association, the Girl Scouts, the Boy Scouts, the Kiwanis Club International, the Womens Organization of the United Presbyterian Church, the Mitchell Park and Athletic Club and the Mitchell Democratic Club, play an important part in the progress of the little village which is growing. Mrs. Mae Hawks, who has been Postmistress over 40 years was honored with a Testimonial Dinner this year for her years of service to the Community by the Kiwanis Club.

Sharpshooters Were Founded in Highland

"Highland is the cradle of organized sharpshooters in the United States."

The Helvetia Schuetzenverein (Sharp Shooters Society) was incorporated in 1863 but founded in 1860. Highland's Lindendale Park was donated to the society in trust by Joseph and Solomon Koepfli, early Swiss settlers, and very successful national festivals were held there in 1865 and 1872.

The first sharpshooter's festival was held in 1864 at which the National American Sharpshooters Society was formed. Officers elected at that time for the national organization were: Dr. A. Felder, president; A. Eugene Bandelier, vice-president; David Suppiger, treasurer; Adolph F. Bandelier, secretary; and Timothy Gruaz, vice-secreary.

In 1937 it was reported "The society is as strong as ever and the sons are as enthusiastic and active on the rifle range as their fathers."

Originally the object of the organization was to provide shooting facilities for its members, but "in modern times the organization has been more concerned with providing a society-owned, tax free park, for all to enjoy." Lindendale Park has fair grounds, a swimming pool, dance hall and picnic grounds, among its facilities.

In 1912 the "I" said St. Jacob enjoyed the unique distinction of never having collected a corporation tax, but having paid all improvements out of the revenue from the saloons.

Blasting of Peddler Caused a Panic in The Entire County

The murder of Jacob Barth, a German peddler, in 1857 by three young men from England, caused much excitement throughout the county. It nearly resulted in the lynching of the prisoners at Edwardsville by an excited mob from Highland.

George Sharp, Robert Sharp and Joseph Watson had just come from England, traveling down the river from Iowa to St. Louis and setting out in search of work in Madison County.

On the road between Collinsville and Troy, they were overtaken by the peddler headed for Highland, who refused them a ride for fear of danger. The three men were angered and concluded to kill him when the opportunity arose.

After stopping off at Troy at noon, where Barth also had stopped, they left town first and layed for the peddler some four miles out. When the wagon approached, George Sharp and Watson shot more than once at the unsuspecting man, but fled when another traveler approached.

The victim lingered for three days before he died.

The murderers were captured the following day and identified by Barth. They were tried and sentenced to death, Robert Sharp subsequently having his sentence reverted to life imprisonment since he had not actually shot.

The rumor that the prisoners would be acquitted before their execution, aided by the cold bloodedness of the act and racial tension then existing between the "native" and foreign elements, resulted in a mob gathering at Highland and marching to the jail in Edwardsville.

Hundreds with flags of many colors were faced by Sheriff Z. B. Job and deputies, who unhorsed the leaders having come by horseback. Several prominent citizens mounted dry goods boxes and addressed the mob telling them the villians would be speedily tried according to the law, and that they, as good citizens, shoud await and submit to the decision of the court. F. T. Krafft also addressed them in German.

Dispersed in the fate of their leaders and determination of the sheriff, the excitement subsided and the would-be lynchers returned home, satisfied that justice would be done.

At the trial the jury was out but 15 minutes.



HARTFORD OFFICIALS — Mayor Belmont Hines, serving his second term at Hartford, is second from right. Others on photo, from left, are: Kenneth Draper, chairman of the village board street and alley committee; J. H. Backensto, village clerk; F. L. Peterson, chairman of the village board police committee. (Telegraph Photo)

Hartford Has Come Into Its Own as a Community

HARTFORD — Old "Edwardsville Crossing," now the incorporated municipality of Hartford, boasts among other things, that is is the largest inland water port in the world and, even better from the viewpoint of kids, that it is the birthplace of Clint Walker, television and motion picture actor.

While these facts may not exactly put Hartford in a class with Los Angeles, they indicate a long stride from the day when Hartford was known as South Wood River, a mere appendage to the town Standard Oil Co. caused to be erected a mile or two to the west.

The Big Tannery

Shortly before 1910 Standard Oil Co. caused Wood River to mushroom and South Wood River (later Hartford) was a country cousin afterthought, a subdivision that didn't actually get rolling until about 1916 when International Shoe Co., moved into the area and erected the "world's largest" tannery. So scattered were the homes within what later became the municipality that the shoe firm had to erect a row of company houses to accomodate key personnel.

The sparseness of population is indicated in the election figures which approved the formal incorporation of Hartford as a village back in 1920. On March 6, 1920, 57 people turned out to vote and two of them opposed incorporation, 55 of them favoring it — an overwhelming decision.

Local residents recall that there ensued a prolonged debate over the name to bestow upon the community, a few uninspired but highly vocal residents insisting on "Tannery City." This, others felt, would completely divest the area of any possibility of achieving tone or residential distinction, would retard home building and act in a general way to reduce the municipality to the level of a New England "factory town" or southern "mill town."

Name Chosen

During a meeting characterized by some tough name-calling, those who had already erected houses and proposed to personally live in Hartford managed to prevail. The name "Hartford" was selected.

Incidentally, Kirby Turpin was named the first mayor and Anton Brown, Tom Davis, R. S. Emery, John Huffard, E. March and Al Toennis were named trustees. Clarence West was the first village clerk and Frank Fulkerson was named police magistrate.

While Hartford needed a lot of things in those days, it seemd to the inhabitants that the most urgent need was sidewalks and the residents voted a bond issue to build them. It was five mayors later, during the term of office of Lawrence Puritt, that the village built a water system. During the incumbency of Ray York, sixth mayor, a bond issue to build a sewer system was passed by residents. Hartford has had but 11 mayors, the current officeholder being Belmont Hines. Forerunners, in addition to those mentioned, were Al Page, F. H. Swan, Al Toennis, V. E. Sparks, Charles Brown, Elmer Hart, Joe Stump.

It was during Hart's administration that the state paved the main street Delmar avenue. The project included a pedestrain subway near Woodrow Wilson School.

New Village Hall

During Stump's administration a new and ultra-modern village hall was erected and during that of the incumbent, Hines, a sewage disposal plant has been erected and the water treating system was put on automatic control.

In the meantime, population and industrial growth went on. Sinclair Refining Co. plant is located here, the property having been acquired by the nation-wide firm from the now defunct Wood River Oil & Refining Co., that erected the plant in the 1930's.

The community, which once consisted solely of a wayside tavern, now has five churches and two schools, the latter part of Wood River Elementary District.

It consists of 1,200 acres with an assessed valuation of $15,000,000, most of it being charged against 14 industries that lie wholly or partially inside the village.

Rocks Lay in Wait For Old Steamboats

No longer remembered by citizens along the Madison County shore of the Mississippi River is the peril the Chain of Rocks reach of the river held for steamboat captains. But the channel, in the era of steamboat prosperity, gained such notoriety in ship-wrecking it was known as "the graveyard."

River steamers, with their paddle wheels and billowing smoke stacks, were frequently broken up in the rocky shoals near the mouth of the Missouri. The toll in human casualties was at times heavy.

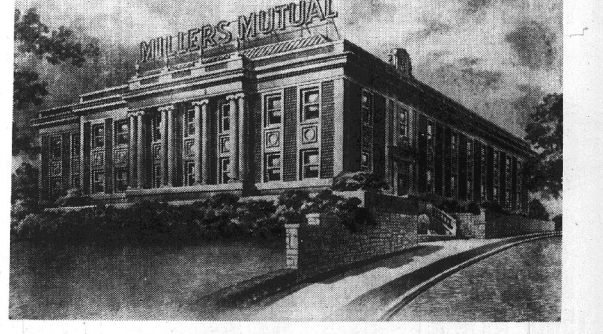
When the Chain of Rocks reach was navigable, the route was slow and tedious. Vessels such as the "Little Eagle," described as "90 feet long and painted black," took about seven hours to get from St. Louis to Alton.

But the river knew no rivals in the steamboat age. As one witness, Captain Joseph Brown, said in 1912, "If anyone at that time (about 1836) had said the river would ever be bridged and that a train would ever reach Alton from St. Louis in half or three quarters of an hour, he would have been thought to be crazy."

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GODFREY, from a little to the Southwest, shows the subdivisions, super markets and a new factory which marks the growth of the village in recent years. The steeple of the Godfrey Chapel and the grain elevator stand as landmarks to be seen from afar. (Telegraph Aerial Photo by R. K. Graul)

Godfrey Has Been Story Of Steady Growth Area

GODFREY — Benjamin Godfrey's dream came true early, with the progress of Monticello Female Seminary that became Monticello Seminary, then Monticello College. But the sea captain-turned-capitalist-philanthropist today wouldn't know the hamlet that first was called Monticello.

James T. Hair, publisher of the Madison County Gazeteer or whoever wrote the description of Godfrey of the early 1860's, was possessed of prophetic vision, as witness the following:

"The village proper is situated upon the St. Louis and Chicago Railroad, four miles from Alton, and just below the junction of that road on the St. Louis, Jacksonville and Chicago Road. Its proximity to Alton has heretofore prevented its rapid growth, but it is steadily increasing, **and as its larger neighbors begin to be overcrowded we may naturally expect that many business men will find homes in a spot which has so many natural** and artificial advantages. Communication with St. Louis is easy and frequent; the society is of the best **and the educational** and church privileges are unequaled anywhere outside the city".

And that is exactly what has happened and is happening today.

The growth and development of Godfrey during the past century has been a story of solid progress.

Today Godfrey isn't a city. It isn't even a village. It's a non-stop station (Alton Summit) on the one-time Chicago & Alton (now the GM-&O) Railroad.

Huge Community

That is, Godfrey, geographically and governmentally. It's a township, with only township government —without an executive, or a police force. It has none of the attributes of municipal government—because it isn't a municipality.

But Godfrey today is a huge community — of beautiful homes, handsome estates, retail establishments, some industry with the prospects of more coming and shopping centers. And it is growing.

It wasn't too many years ago that Godfrey was "country" with little more than Monticello College. Of course, Godfrey had Beverly Farms, an institution that has done a vast good, but that home for the ill was regarded in just the obscurity it should have had.

Asparagus Country

In those days, Godfrey was "asparagus Country", and produced the world's most succulent "grass." But that was just about the story then for peaceful, rural Godfrey, except for coal mining and farming.

The last two decades have brought electrifying changes to Godfrey.

Today it is a bustling, thriving community of more than 12,000 residents — yet it still possesses much of the beauty that distinguished it at the turn of the century.

Indeed, some would insist the beauty has been enhanced by progress — the well-kept Godfrey Memorial, once the Congregational Church, the new Methodist, Baptist, Lutheran and Congregational churches, the new public schools, St. Ambrose Church and School, the many fine homes, shopping centers, Owens-Illinois machine shops and Godfrey Box Co.

The township growth is reflected solidly in its assessed valuation. It has been climbing at the phenominal rate of almost 2 million dollars a year for the past three years, reaching nearly 25 million in 1961.

Progress is dramatically evident in the many new homes either built, planned or under construction. Township officials report that at least one new home is started every day in the township.

Population Doubled

The growth of housing has been necessary to keep pace with the growing population trend. Godfrey's population nearly doubled from 1950 to 1960 when the census takers reported more than 12,000 persons in the township.

With exception of a sewerage system — and construction bids already have been called for three of those — Godfrey has excellent public facilities.

Fire protection is provided by a volunteer force with modern trucks at two stations, one on Rt. 100 and the other in the town hall on Rt. 67-111.

At the present time Godfrey has only two major industries, the Owens-Illinois machine shops and Godfrey Box Plant, a subsidiary of the Alton Box Board Co. However, in the near future it is likely that other industries will locate here. GM-&O Railroad some time ago purchased a 19-acre tract in North Godfrey for sale or lease for industrial purposes and more than one plant has made inquiries about the site, the Telegraph has been told.

Godfrey is on the march today and there is building, plans for building and talk of building all over the community.

New Businesses

New businesses are springing up on both main routes through the community. Newest of these on Rt. 67-111 just out of North Alton are a 64-unit motel with swimming pool and restaurant and a delicatessen. On Rt. 100 now under construction is a large motel-type home for the aged and reliable reports say that ground will be broken soon for a new shopping center.

That's the picture in Godfrey today, a growing community where you can enjoy the pleasant friendship and neighborliness of suburbia along with the advantages of metropolitan activities, and the slower-paced, know - everyone atmosphere of a small town and still drive downtown Alton quicker than many Altonians can get to town from outlying areas.

Pet Milk Co. Had Beginning In Highland

John Meyenberg in 1884 appeared in Highland and circulated the rumor among several men that he knew a process for canning milk. He had presented the plan to several firms in St. Louis who were considering it with interest.

Highland dairymen had a difficult time shipping milk to Troy and St. Louis for the western train left early in the morning.

A strong article in the newspaper pointing out the advantages of having a condensing plant right in Highland enthused citizens over the proposition. After an organizational meeting in February, 1885, the Helvetia Milk Condensing. Co. began operations in June of that year.

It was one of the largest plants ever located at Highland and its growth and prosperity were phenominal, for some unemployment existed since another firm had burned and gone out of business not long before.

In 1920 the Highland plant was

In 1862 the average school session was seven months long.

The Alton penitentiary was the state's first public institution.

Madison Coal Corporation Played Vital Part in Glen Carbon History

By ALICE WILSON
Of The Intelligencer

The Village of Glen Carbon was incorporated on June 7, 1892.

The first Village Board, which served in 1892-93 consisted of George H. Bonsack, president; George C. Little, clerk; Irwin E. Little, treasurer; Watson Franklin, constable, who resigned and was replaced by Charles T. Thurman; Joseph M. Primas, street commissioner; O. D. Oberlin, police magistrate; Joseph Maisch, Thomas W. West, William H. Martin, James H. Lister, Joseph H. Wainwright and Gottlieb Schumacher, trustees.

Glen Carbon lies four miles south of Edwardsville on the Clover Leaf Railroad and was once a thriving coal mining village.

Coal Industry

Mines 2 and 4 were owned by the Madison Coal Corp. and employed a large portion of the 1,500 residents of early Glen Carbon. Company houses sprang up to accommodate the miner's families and workers from the St. Louis Press Brick Co. located on Glen Cross Road adjacent to the now Illinois Central Railroad.

The two mines were operated on an extensive scale and furnished employment to many men, and in those days, boys. Besides the coal mines, the Madison Coal Corp. had a very large coal washer which also was a large source of employment.

It is reported that the corporation owned more than 100 houses under rent in the village but a number of more prosperous residents owned their own homes. Not all of the men in the village were employed by the mines and brick yards. The Glen Carbon Bottling Works, a large soda and mineral water firm, kept men working supplying not only the local demand but a large part of Madison County as well.

First Fire Department

The first official fire department was organized on July 21, 1901 and was known as Chemical 1 Fire Dept. Joseph M. Smith was elected as the first president, J. McCullun, vice-president, J. Stahlman, secretary, H. L. Groeteka, treasurer, and Frank Yanda, fire chief.

A man-powered cart, bucket brigade and hose were among the first pieces of equipment used by the department. About 1926 a Model T Ford fire truck was purchased and was used approximately 15 years. In 1911 a new truck was purchased.

The organization was a part of the village government until June, 1955. At that time a new fire district was voted on which took in a large surrounding area. Immediately after the district was formed, $40,000 bond issue was voted on and approved. Out of this a new fire house was erected with a kitchen and other modern facilities. It is large enough to accommodate two engines as well as other fire fighting equipment.

A new, modern truck was purchased and a resuscitator is also on hand for emergencies.

Early Businesses

Among some of the business places in the village in the earlier days were the Schroeder Bros. Meat Market owned by Chris and Anton Schroeder. This was a closed, and the offices closed, moving to St. Louis where they remained, known now as the Pet Milk. Co.

very profitable operation and was handed down to Edward and Robert Schroeder, respective sons, who operated it until July, 1855.

The Glen Carbon Mercantile Co. was operated by John and Louis Derbert; Samuel Birger handled general merchandise and miner's supplies, operating for more than 50 years; Dom Pizzini, agent for Western Brewery; William B. Rasplica and brother, general merchandise; Joseph M. Primas, baker and confectioner.

Religion

Baseball was among the recreation in those early days and many good ball clubs existed then.

The early days of Glen Carbon offered very little in the way of religious services until the enterprising young pastor of the St. Mary's Catholic Church in Edwardsville, Rev. Charles A. O'Reilly traveled by horse and buggy to Glen Carbon to offer Mass on Sundays in the Old Pioneer Glen Carbon public school, a small, one-room frame building which was later moved to Main Street and housed the Slemer Brothers Red & White Store for a number of years. It is now the site of Treat's D-X Service Station. The Red & White Store moved into the old Schroeder brothers market building.

Rev. O'Reilly came to Glen also on Fridays to give religious instruction and continued to provide these services regularly in the school until the outbreak of a smallpox epidemic in 1911 when he was forced to call a halt to this practice. So until 1925 the Catholic people made their way to Edwardsville for church services.

In 1925 Rev. Charles A. Meagher came to St. Mary's to assist Rev. O'Reilly. He immediately took on a great fondness for the people of Glen Carbon and began to hold Mass in the school building. In January, 1926, a plot of ground was donated by Dom Pizzini and in May, 1926, work was begun on a mission type church structure. Work progressed rapidly and the first wedding, that of Frank Svoboda and Rose Sedlacek, was conducted on Oct. 7, 1926 and the first baptism, that of Rose Theresa Sasek, was conferred on Oct. 4, 1926. The church was put to general use in November, 1926.

The dedication of St. Cecilia's Church took place on June 24, 1927 in the presence of the congregation of 68 families and a number of visiting clergy. The parish hall was purchased in 1941.

On July 29, 1947, Bishop Griffin assigned Rev. Charles A. Muskus to be the first resident pastor. He lived in two rooms above the parish hall until 1949 when the parishioners banded together and built a nine-room, ranch-type rectory which was ready for occupancy on May 1, 1949.

Rev. Muskus occupied the rectory for several years in which time the church was completely redecorated and a gas furnace installed.

Pastor Injured

On March 2, 1952 as Rev. Muskus was returning from a religious service in Venice, he was involved in an automobile accident which occurred during a dense fog. Due to injuries suffered from this accident he was unable to return to his duties and Rev. Paul Hebenstreit was assigned to the church on June 8, 1954.

On Dec. 3, 1895 the Madison Coal Corp. conveyed by warranty a deed to a plot of ground to the trustees of the Methodist Church South on which the present church is now located.

Rev. W. A. Swift of Kentucky was the first minister and was instrumental in the building of the church. Also, W. E. Guy of St. Louis, president of the Illinois Central Railroad and connected with the coal corporation, did a great deal in the erecting of the church.

In 1902 the deed was reconveyed to the coal corporation who, in turn for the sum of $1,500, conveyed it to Dr. E. W. Fiegenbaum of Edwardsville in 1903. The trustees of the church paid the sum to Dr. Fiegenbaum and in 1909 the lot and church became their property. On Dec. 17, 1922, Bishop Quayle officiated at a dedication service.

In 1948 the church was incorporated and adopted as its name the "Methodist Church of Glen Carbon." At that time the Madison Coal Corp. conveyed to the trustees the lot adjoining the church on the west. The Rev. Roberson is now pastor. A short time ago an addition was erected to the church which is used for various functions.

The First Assembly of God Church of Glen Carbon was started in 1940 in a two-room house on Main Street. Rev. Leroy Filby of Granite City was the first pastor. He later built the church at a location just a few doors away from the first church.

Six pastors have served at this church and in 1954 Rev. Orlando Hale took over the duties at the church. When the new church on Siess Drive was finished, Rev. Hale and his family took up residence in the parsonage next door to the church. The church was incorporated on Sept. 10, 1955 at which time the name was adopted.

Religious Census

On Oct. 1, 1952 a religious census was taken in Glen Carbon for the purpose of starting a mission Sunday school. Mayor W. H. Heifer gave permission to the Maryville Baptist Church to use the Village Hall for such a Sunday school. In November, 1952, the school was started. The Sunday school continued for almost a year and then the present site was located and purchased on Feb. 21, 1954.

On March 1, 1956 the Rev. D. E. Cook became mission pastor. Another census was taken and more church work began in Glen Carbon.

On Aug. 12, 1956 the mission was organized into the New Testament Baptist Church. Rev. Cook became pastor of the new church. Since that time many improvements have been made to the church. At the present time there is no resident pastor.

St. Thomas Episcopal Church, located on Summit Street, and adjacent to the old Village Hall, was erected on a plot of ground donated by the Madison Coal Corp. The building was finished on Dec. 13, 1913 and used for the first time on St. Thomas Day, Dec. 21, 1913.

In the earlier days the Episcopalians went to church in a house on Main Street now occupied by Mr. and Mrs. Frank Premor. The first minister of the church at its present location was Rev. Peter Langendorf who was also rector of St. Paul's Church in East St. Louis. Several other ministers have served at St. Thomas. The present pastor is Rev. Henry A. Nyberg. The church basement was recently remodeled, among the many improvements made to the church.

Organizations

Glen Carbon has many organizations which have been in operation for a number of years.

Rose Camp 1555, Royal Neighbors of America, was organized in Glen Carbon in 1899. In the early days of the Camp, many of the Neighbors walked or rode horseback to get to the meetings. There is a long list of charter members in the Camp Room, only two of them still living. There are six 50-year members. There are 20 social, 64 beneficial and 46 juveniles in the Camp.

The Harry G. Seaton Post 435, American Legion, was organized in March, 1920. The first commander was Cyrus Henshaw and Rolla Durham was the vice-commander. There were 26 charter members at that time but membership has greatly increased. The Legion takes an active part in civic affairs and a great emphasis is put on youth functions. On the main floor of the Legion Hall on Main Street is a large social room used by both the Legion and other organizations for entertainment purposes.

The Auxiliary was organized on June 3, 1922. The unit now has approximately 60 members. The unit is active in entertaining the veterans at Alton State Hospital, contributes to fund collecting, and sponsors the Mother's March on Polio each year.

Citizens Group

The Glen Carbon Citizens Assn. was formed in the latter part of 1955. It was started with the intention of raising money to further the development of the water system but this project was assisted by the bond issue voted on by the citizens. The association then used the money they had collected from their picnics and donated a tractor with mower attachment for cutting weeds; a blade to help in maintaining the streets to the village; presented the village with a white way lighting system on Main Street; pays the bill for these lights each year.

The association has started improving the park and ball diamonds.

Highland Man Became Noted In Music Field

Heinrich Bosshard, a Swiss poet, while living just south of Highland, composed the "Sempacher Lied", a poem which instantly made a world wide hit and became the basis of the Swiss National Song.

The historical basis of the Swiss poem is the battle of Sempach, fought July 9, 1386, between Austrians and Swiss. Bosshard became one of the Swiss immortals.

After teaching in his native land for 17 years, Bosshard came to America and published several pamphlets containing his traveling observations on life and customs in America, which had ready sale among his native people."

In 1851 he bought a tract of land in Highland called the "Jura" and planted a vineyard. There he composed the "Sempacher Lied".

He died at his home on April 3, 1877. Funeral services were held at his home, a teacher named Naegli delivering the funeral discourse. The burial was made in a little orchard near the house.

Early in the year 1909 the Swiss Society of America became interested in doing honor to the memory of Bosshard and had a monument erected in Lindendale Park. April 13, 1909 the monument was unveiled and thousands of Swiss from all parts of the United States were there to witness and participate in the event. A special train was chartered from St. Louis, where the society's national headquarters were located.

A small but permanent granite headstone was placed in the pear orchard at the head of the grave.



GLEN CARBON VILLAGE BOARD—The members of Glen Carbon's Village Board are, from the left, seated: Harold Helfer, mayor, Jennie M. Primas, treasurer, Charles Pyles, trustee, Mrytle Wilkison, clerk, and Lester Motz, trustee. Standing, John Raffaelle, city attorney, and trustees, Bon Stonum, Thomas Shashek and Tony Sedlacek. Not present, Mr. Pearl Smiddy, trustee. (Intelligencer Photo)

The first Court held in Madison County was April 5, 1813 at the home of Thomas Kirkpatrick. The first proceeding was the appointment of Jesse Waddell as guardian of Polly Snider, orphan of John Snider, deceased.

There apparently was a library in Illinois as early as 1819 for a catalog of books was printed by Hooper Warren of the Edwardsville Spectator in November of that year.



We didn't watch Madison County Grow . . .

WE HELPED IT!

Banks, like trees, have roots

The year 1962 is the 126th anniversary for **First National Bank & Trust Company in Alton.**

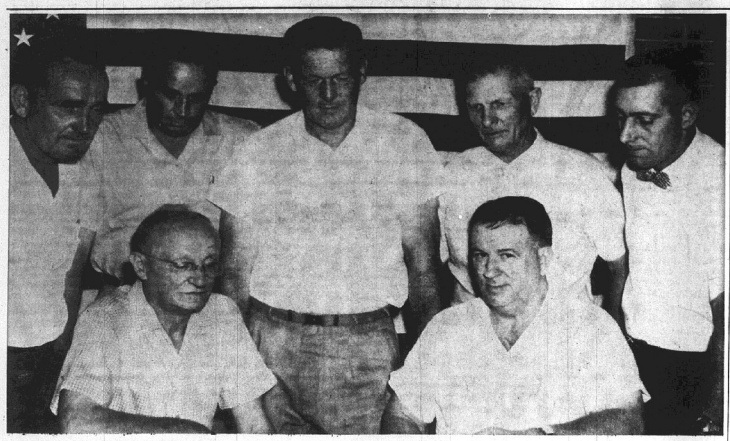
We are proud of our association with Madison County for these many years and welcome this opportunity to thank its people for their faith and confidence which has contributed so much to our growth and development.....

Our founders laid down a fundamental policy of **"Safety — Availability — Service"** . . . . That policy still is basic with us, and we welcome too, this chance to reaffirm our intentions of keeping **First National in Alton** the safest place for savings and a financial headquarters where everyone may feel free to come for advice and help in all things relating to the time-honored profession of banking.

FIRST National BANK & TRUST COMPANY IN ALTON

THIRD AND BELLE STREETS *Capital and Surplus $2,250,000.00* ALTON, ILLINOIS

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION MEMBER FEDERAL RESERVE SYSTEM



ROXANA'S GROWTH STUDIED—Members of the Roxana Village board study the village's rapid growth since its incorporation in 1921. Seated, from left, are: Ira Killam, village clerk, and Mayor Kenneth Nail. Standing, Robert Straub, water superintendent, Arvel Pickering, Clyde Donham, Leslie Miller and Henry Oller, trustees. (Telegraph Photo)

Village of Roxana Is 41 Years Old; Was the Outgrowth of Industry

An offspring of area industrialization, the village of Roxana is too young to have its roots embedded in the 150-year-old historical past of Madison County as other communities do. Circumstances, rather than time, have contributed to the community's advancement.

Born with the proverbial golden spoon, Shell Oil Refineries, the village was incorporated May 10, 1921, just four years after the Shell Oil Co., then known as the Roxana Petroleum Co., started construction on the refinery.

After the incorporation, the Roxana citizens elected a president and six trustees who moved the village's operation into high gear and soon a police magistrate was elected, fire, police and water departments were formed and a library board and recreation and park commissions were established. The water department was made up of a three man commission.

New Improvements

At present, the village has fully equipped its police and fire departments and has established a street department which recently improved the community's streets with curbs and guttering.

Newly constructed in the village are a sewerage treatment plant, water softening plant and a post office. The sewerage treatment plant is already in operation. A modern swimming pool has also been installed in a 30-acre park obtained by the village for recreation.

The village has always operated on a strict budget which is no larger than yearly taxes allow.

Roxana's modern water department supplies the incorporated village and South Roxana with water and is also Shell Oil company's domestic water source. The water works is maintained and operated on revenue derived from the sale of water.

The public library began operating free of debt through donations made by citizens. Roxana has three churches with full-time ministers. A large movie theater is located in the center of town.

All varieties of business houses have cropped up in the village, that is all except taverns which are not allowed within the village limits. Roxana was voted a dry district by its citizens.

The village's residential growth was pushed forward as the need for housing was required for Shell Oil and other industrial plant personnel settled in the area.

This growth was given additional tax support since the Shell refinery allowed its holdings to be incorporated in the village.

Village Government

Kenneth E. Nail is president of the village board. Members of the village board are Clyde Donham, Preston Bledsoe, Henry Oller, Arvel Pickering and Leslie Miller.

Other village officers are: Ira Killam, clerk; James Gornall, treasurer; Don Buckley, village attorney; Roscoe Duncan, police chief; Clyde Lawrence, fire chief; Frank Lovell, street superintendent; and Robert Staub, water department superintendent.

The community has been assisted in civic projects by the support of auxiliary church organizations, woman's clubs and a Rotary club. Village officials point out with pride that with all the community's facilities, Roxana still has one of the lowest tax rates in the state for a modern incorporated area.

Past History

Although the present communities of the Roxana area are lacking in historical ties with the past, the area is not without historical relics and recorded events.

Indian burials and camp sites were uncovered during the construction of the Shell refinery in the South Roxana area. Numerous artifacts and human bones were found at these sites.

Although the Roxana Unit School District wasn't formed until 1949, its earliest school, Gilham's Pasture School, a one-room, frame building built about 1810 on the southwest corner of Thirteenth Street and Edwardsville Road.

In 1858, a new school was built to replace the Gilham's Pasture School and the new building was called the Brushy Grove School, a name retained up to the present school building which is presently being used on the original 1810 site by the Roxana School District.

On Christmas Eve in 1874, the 1858 Brushy Grove School burned to the ground, it was reported by Ralph Rader, Roxana School District administrative assistant, who researched the early beginnings of Roxana's educational history.

The present four-room, brick Brushy Grove School, according to Rader, was built in 1929 to meet the educational demands of families moving into the area to work at Shell Oil Refinery. At this time, five buildings were being used as schools in the Brushy Grove area.

In the Shell Refinery area, the first school was held in a stucco Shell company staff house, and the first school was built in this area in 1918 on the Old Edwardsville Road.

The Edison School was built in 1926, and a gymnasium and stage was added to the building in 1932. When the population again increased in Roxana in 1936, the Burbank School was erected with W.P.A. FUNDS.

The Wanda School was built in 1923. A two-room school had been located west of the Wanda School, but very little information is available on this small school building.

In 1927, the South Roxana School, a brick building located on Southard Street, was constructed to take care of the area's increasing population and to eliminate the hazard of children walking along the highway to Wanda School.

Roxana schools were run by a board of directors composed of three members until the district's population passed the 1,000 mark. After a regular election in 1927, the schools were organized into Elementary District 103.

The elementary district was organized with nine teachers and 228 principals. F. M. Scott, former county superintendent of schools, now deceased, was one of the first principals in the elementary district.

The first members of the board of education were: H. T. Laudi, president; H. E. Harvick, secretary; and Kenneth Cox, Herbert Murphy, J. C. Lawrence, Robert Lovell and Grover Almon, board members.

High School District

In 1939, another election brought about the organization of Roxana High School District 156. S. W. Frey was appointed first principal of the high school district in 1940. L. E. Harris, present superintendent of the Roxana Community School District, became superintendent of the Roxana Grade School District 103, in 1940.

The Roxana Community Unit School District became the first unit school district in the county after an election in 1949 with L. E. Harris as superintendent. Harris has remained superintendent of the unit school district.

A total of 876 students were in the unit district when it was organized. In 1950, South Roxana and Rosewood Heights were annexed to the Roxana Community Unit School District by petition.

The Roxana Community Unit School District became the first. The Rosewood, South Roxana, Central and Junior High schools have been built since 1953. Additions have been constructed on to the Rosewood, South Roxana and Junior High Schools, and a new addition is presently being constructed at Central School.

High school enrollment was 164 when the high school district was organized and is now 843. When the unit district was organized, the student body totaled 876 for kindergarten through 12 grades. The unit district's present enrollment is 3,500.

Tom Kerr is the present chairman of the board of education. Dale Johnson is the board's secretary. Other members of the board are Charles C. Losch, Dr. W. V. Roberson, Delbert Cobine, Lito Metz and Lito Willis.

Edward Coles Among Greats Of the County

Edward N. Coles, the second governor of Illinois and a long-time Edwardsville resident, set a precedent early in his career which was the beginning of a long struggle against slavery and segregationist leaders.

Born of wealthy parents in Albemarle County, Virginia, on Dec. 15, 1786, Coles moved to Edwardsville in 1819 where he emancipated all of the slaves which had been left him by his father,and gave to each slave family one quarter section in Pin Oak County where they formed a small settlement.

In 1822, the one-time private secretary to James Madison defeated three other candidates for governor of Illinois. He was in bitter opposition during his term with segregationists and was even sued for his release of the slaves. Coles was succeeded in 1826 by Ninian Edwards, another Madison County resident.

In 1822 he became one of the founders of the Illinois Agricultural Society. Coles died in 1868, after a long career which included a period as a special envoy from President Monroe to St. Petersburg, which was then the capital of Russia, to settle diplomatic difficulties with the Czar.

The town of Emerald, is now the present site of Hartford.

Sebastopol Was Named By Quirk

By RALPH ROGIER
OF THE INTELLINGENCER

The little French village of Sebastopol was laid out by Timothy Gruaz in 1860.

Gruaz had asked the town nester, Norris Ramsey, to name the projected town. Ramsay declined, but Gruaz cautioned him saying, "Mr. Ramsay, you had better give my town a name, or one of these Frenchmen will invent some long, outlandish and jaw-breaking name, Sebastopol, for instance." The French customers who had gathered in the little general store sat laughing at the conversation and funny name. But the next day when Ramsay entered the store and said, "Well, how is Sebastopol today?", the town had its name for good.

At its peak, the village was composed of about a dozen houses, a general store, two blacksmith shops, a cartwright, and one shoemaker shop. Some of the younger folks attended the school immediately north of the village.

A post office was never set up in the town, but the inhabitants had their mail delivered by freight team from the Highland post office.

In 1852 a Baptist Church was organized by Rev. Foulon, and men regularly in a little building about a half mile south of Sebastopol. Some of the citizens attended it. News from the Bethany Baptist community is always included in the Intellingencer Sebastopol column.

At the present there are only two families living in Sebastopol, the Milton Pfisters and the Ralph Rogiers. Sebastopol is laid out in 60 lots, the majority owned by Ralph Rogier.

Ralph Rogier has been corresponding for the Intelligencer since 1921.

Some of the information for this article was obtained from Theodore Leroy.

Award Banquet In Granite City Attracts Many

The All-American City award banquet in Granite City's Memorial High School gymnasium in 1959 was the largest event of its kind ever held for the city.

More than 1000 attended the colorful program on Saturday, Feb. 21 in the city's largest gathering place which was decorated with a red, white and blue backdrop.

The ceremonies opened with the singing of "God Bless America." Not only community leaders but leaders of national prominence were on hand to take part in the long-remembered event.

National recognition of Granite City was made clear when Congressman Melvin Price stood up and told the crowd of a resolution he read before the House of Representatives in Washington commending Granite City for its achievement.

Guest speaker was Secretary of Labor James Mitchell, who said, "What impressed me most about your record of accomplishments was the fact that when things got tough, you didn't quit. Time and again the spirit of the people of Granite City showed a willingness to take the bad with the good and keep going."

The banquet culminated a chain of events which had placed the city in a category of progress with only 11 other cities in the United States. John Muhlke, speaking for Look Magazine, co-sponsor of the award, said, "The people of Granite City are at a milepost. The people have set a new high of standards in citizen action." John A. Singer of the National Municipal League, also participated.

Ernest C. Viehl Jr., past president of the Tri-Cities Chamber of Commerce, served as master of ceremonies.

The award citation credited city achievement to intelligent citizen action." Mayor Davis, accepting the scroll award, said, "The city administration and I are proud and humble. Our people worked diligently for many years to attain the award."

Waging a successful campaign against gambling and crime, ending air polution in the city, and signing of a new labor contract described by Mitchell as a "unique labor-management peace agreement" were some of the reasons that led to the award and the gala banquet.

Other improvements worked toward changing the face of the city and the atmosphere of city life. Modern city planning was adopted, the school system was modernized, the hospital was enlarged, the YMCA renovated, and the Chain-of-Rocks Canal built to add a third dimension of river transportation to the city.

At the banquet, a trophy was given to Miss Carol Ann Wood, who was selected All-America girl from Granite City.

A flag-raising was held in an earlier celebration to symbolize victory won, but also to symbolize effort toward goals unrealized.

Silk Society Success Snagged

The Madison County Silk Society was organized at Edwardsville in 1839. The purpose of the organization was to introduce silk worms and mulberry trees to the area, leading to the development of the silk industry in Madison County. As history tells, the project was unsuccessful.

The town of Greencastle is now part of Alhambra.

History of Cottage Hills Began Only 35 Years Ago

The unincorporated area of Cottage Hills, 6 miles east of Alton on State Route 140, has grown steadily with Madison County in the last 20 years.

The development of Cottage Hills began with a few farms over 35 years ago. The population increased during World War II with a migration of new inhabitants who sought employment in area industries.

James Dugger of the Home Sales Co. of Alton was a principal land developer in the area. He laid out lots for many of the first residents of Cottage Hills. Later he was joined by Harold Milspaugh in 1936 and both continued to develop the land for homes and businesses.

One of the first businesses in Cottage Hills was a service station owned by Billy Wile. Today the area has attracted many businesses; most of them located along Rt. 140 which has been named McArthur Street.

Church, social and civic groups are working to promote the development of the area. A new Baptist Church has been constructed; the Assembly of God Church completed an addition and the Concordia Lutheran Church will construct a new church building to accomodate

Cottage Hills Volunteer Fire Department started with a few volunteers and now maintains a fire station with pumper trucks, rescue equipment and modern radio communications units.

Voters in the fire protection district last December approved a proposal to increase the fire district tax from $1.25 to $2.50 per thousand to add more equipment to the department and construct a station in Forest Homes, an unincorporated area near Cottage Hills located in the Cottage Hills Fire Protection District.

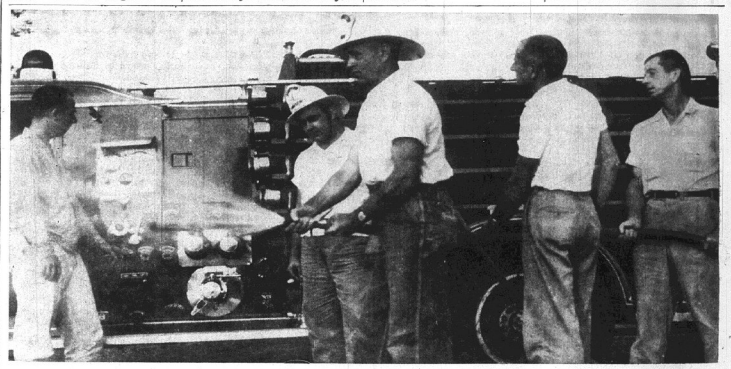
Under the leadership of president William Hale the district trustees have made plans to enlarge the present station, build a new one in Forest Homes and purchase new equipment. The department's Ford truck is 21-years-old and the other truck is 10-years-old.

Throughout its history the department operated with volunteer manpower. In the future it may be necessary to hire several full-time firemen.

The Auxiliary Police unit in Cottage Hills was organized to help in the local Civil Defense program and assist in law enforcement provided by the Madison County Sheriff's office.

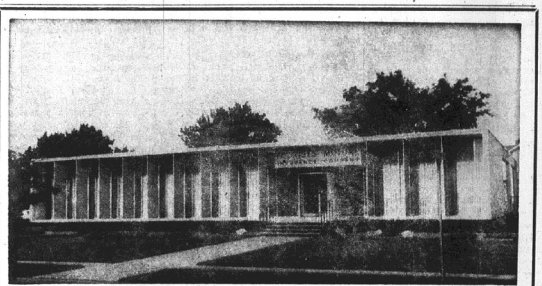
Scouting has been one of the leading organizations for youth in the community. Scout groups for boys and girls with leadership by local residents have provided youth with recreation, work projects, camping and outdoor trips.

A survey is underway in the Cottage Hills area prior to installation of a sanitary sewer system which will include Forest Homes and Rosewood Heights. The district was formed in a special election over a year ago. Aaron Martin is chairman of the board of trustees.



FIREMEN—Volunteers of the Cottage Hills Fire Department demonstrate some of their modern equipment. The fire department has grown from a few volunteers to a well-manned department with modern equipment and rescue units. (Telegraph Photo)

"The world's garden spot, the most favored land on which the sun sheds its genial rays, is conceded to be the Great Valley of the Mississippi, and this (Madison County) is properly its centre." From 1873 publication.



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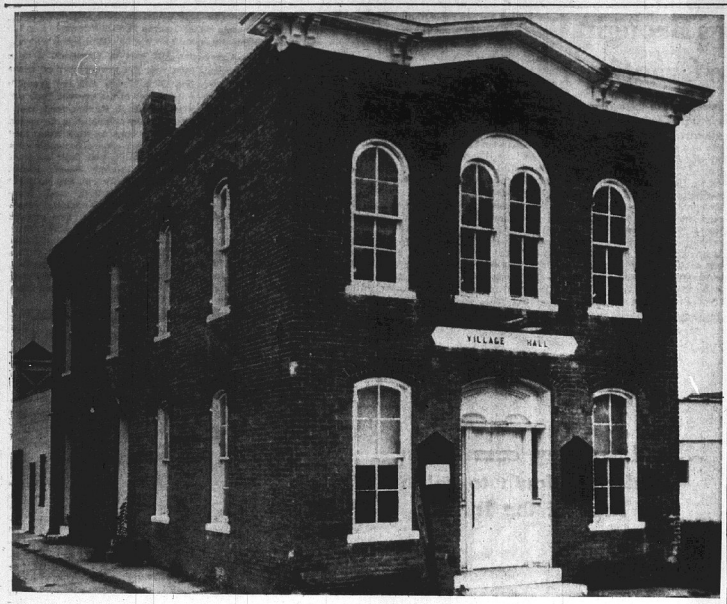
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OLD BETHALTO LANDMARK—The Bethalto Village Hall, over 100 years old, will be vacated if plans for construction of a civic center are completed. The Center will accommodate municipal offices, police, fire department and local organizations. (Telegraph Photo)

Rattan's Prairie Has Now Become Thriving Bethalto

The Village of Bethalto, now 108 years old, has its roots deep in the 150-year history of Madison County.

Bethalto was once known as "Rattan's Prairie," named after the first white man to settle in the area. Thomas Rattan was the first man to settle in Wood River Township. He located in section 13 which adjoins section 12, part of which is Bethalto.

However, the name Bethalto was not known until June 23, 1854 when Joel Starkey laid out a town here. His brother, David Starkey, laid out a subdivision and later James Cox platted land east of Prairie Street.

The original Village was one-mile square until 1918. A town was organized April 19, 1869. Jacob Huppert was elected president of the Board of Trustees. The other trustees were: John Richards, James P. Cummings, J. C. Bangart and John J. Jackson.

A petition was drawn on April 7, 1873, to form a Village. An election was held and the Village was organized by a vote of 34 to 9. Village officers were: Stephen A. Albro, president; William E. Lahr, clerk; and Dewitt W. Flack, John V. Richards, Adam Klingelmann, Charles Grundall and John Stolze.

The first building was probably a store and home erected on Oak Street in 1854 by Thomas Smith. In 1855 another building was constructed on Prairie Street by William Tyron.

In 1856 John A. Miller put up a brick yard at Mill and Oak Streets near the site of the old post office. In the same year Hamilton Piggott built a sawmill, William Tyron was the first postmaster in 1855 and Louis Klein opened a general store in 1863.

Dr. Stephen Albe was the town's first doctor in 1866. The first post office was a boxcar belonging to the Alton and Terre Haute Railroad known as the Bee Line.

Since the Village was officially formed nearly 100 years ago Bethalto has grown with the population increasing every year. A long range building program for a Village Park and street improvements was started by the present Village Board headed by Mayor Erwin Plegge.

The completion of a modern AAU-Style swimming pool is the first phase of the program to develop a well-rounded recreation area in the Village.

Initial planning for a park site was started in March 1959 when the Village bought a 10½-acre tract of land from the New York Central Railroad at a cost of $15,000. Purchase of the ground was completed with the help of Rotary Club, Boy Scouts and fire department.

Recreational facilities included in the park plans are: tennis and badminton courts, ball diamonds, playground facilities and family picnic areas.

The second phase of the long-range program is construction of a civic center in the park area to accommodate police and fire departments, municipal offices and meeting places for organizations.

The plan was submitted to voters on July 24 along with a proposition to enlarge the present sewer facilities in the Village to meet the increased growth in population.

A new water softener and treatment plant has been completed for the Village at the bottom of Ninth Street hill near Wood River.

A new post office was dedicated here last year and three new schools will be completed for use at the beginning of the 1962-63 school term. Work has started to improve, widen and curb and gutter Prairie and Central streets. Both streets are located in the business district of the community.

Madison County is 150 years old and Bethalto is 108 years old; both growing together.

Jesse Thomas Signer of Famed Monroe Doctrine

Jesse B. Thomas, one of the early residents of Madison County, wrote his name in the pages of history with Clay and Calhoun as the author of the famed Missouri Compromise in 1820.

Thomas, a former resident of Edwardsville and territorial judge as early as 1809, was a strong pro-slavery advocate and favored the retention of the slavery clauses in the state constitution.

In 1813 the territory of Illinois was divided into three districts and Thomas was appointed circuit court judge of the first district which included Madison County. He served in that position until 1818.

In 1823 the first general assembly elected Thomas, a Democrat, and former Gov. Ninian Edwards to the U.S. Senate.

The Missouri Compromise fixed that northern limit of slavery at 36 degrees 30 minutes, the southern boundery of the State of Missouri. It remained so until it was abolished by the Kansas-Nebraska Act in 1854, which, according to Norton's History of Madison County, "permitted slaves to be introduced into western territories, north of that line, leaving the question of slavery thereafter to be settled by the people of several states formed north of the line of demarkation."

"The passage of the bill by Congress occasioned intense excitement in the north and resulted in the formation of the Republican party, which pledged itself to resist the further extension of slavery." Senator Thomas "set up a barrier and opened the flood gates which eventuated the Civil War and the destruction of slavery." The Kansas-Nebraska Act was introduced by Stephen A. Douglas, then in the Senate. Thomas left the Senate in 1829 and afterward moved to Ohio.

The order of monks settling on Monk's Mound were sworn to silence except when digging their graves. They were allowed to say "Brothers, remember we must die."

In 1802 Turkey Foot, Pottawatomie Indian chief, fell upon and murdered two men by the names of Dennis and Van Meter who were returning from Cahokia.

Ruggles in '38 Urged Universal Language

In 1838, James Ruggles began in Edwardsville the publication of the Western Weekly, devoted to the introduction and development of a universal language.

Norton's history records that "the editor seems to have been several generations ahead of his time." An effort was made at the turn of the 20th century, Norton says, "to introduce just such an innovation as Mr. Ruggles struggled for vainly."

In 1840 the name of the paper was changed to "The Sovereign People." The international language idea is still not dead in 1962; witness the efforts of promoters of Esperanto and other systems.

Dorsey Remains Small Town

By MRS. HARRY STEELMAN
Of The Intelligencer

Nimrod Dorsey came to this area in May, 1834, from Maryland.

Here he settled and raised 11 children who also made their places in the history of Madison County. The St. Louis, Terre Haute Railroad named that small area on Moro Township—Dorsey after this family.

In 1868 Dorsey School was opened with George Dunn the first teacher. (In 1954 it was consolidated with Edwardsville Dist. No. 7.)

Two years later Dunn opened a grocery store at the depot which served the Big Four Railroad. This enterprising gentleman was also the first postmaster and railroad station agent.

After a few years, Dunn sold his store to Henry L. Kolneman who transferred it to William D. Kuethe. Postmastership and storekeeping must have run side by side for Kuethe became postmaster in 1894. He served for 47 years.

Clifford Dietzel was appointed postmaster in 1940 and the office was moved from the Kuethe building to the Dietzel general store across the street. He now is the rural mail carrier serving most of Prairietown and the area around Dorsey, which he started in February, 1949. John E. Johnson had served in that position for 42 years before Dietzel.

Mrs. Mildred Walker served as postmistress from 1949 to 1951 when incumbent Hessie Deen was appointed with Clara Deen as helper. Roy Bertels has been assistant rural mail carrier since 1921.

Edward Dietzel opened a saloon in 1913, adding a grocery, hardware and dry good store in 1919. He retired from the store in 1953 when he sold out to Hessie Deen.

The Lutheran church was organized in 1859 and still is serving the community.

In 1913 Adam Thortan bought ground from William D. Kuethe and opened the Dorsey Creamery. The business had various owners and in 1936 was resold to Kuethe, the creamery no longer being in operation.

In 1894 Dorsey consisted of a depot which housed a store and the post office, and two houses. It has grown to a modern store including again the post office, Aljets Garage (founded in 1949 by Frededick Aljets), Aljets Feed and Milling (founded in 1939 by Edward Aljets), and the A. C. Tractor, Sales and Repair Shop (begun in 1929 by Louis Bertels and now operated by his sons, Merle and Eldore).

Today a Volunteer Fire Department housed in a modern building protects the 30 houses and population of 90.

Fort Russell was named after Col. William Russell, who had command of the ten companies of rangers organized by act of Congress to defend the western frontier.

During the year 1816 William Otwell was awarded the contract for building the county jail, which was the first public building erected in the county.



DORSEY POST OFFICE—The new Post Office in Dorsey was completed and occupied in December, 1960. On the right is Hessie Deen, the Postmaster, and on the left, Clifford Dietzel, mail carrier. (Intelligencer Photo)

Windmill Was Built In Highland But Used No Metal Nails

One of the show points in Madison County was the farm and windmill of Jean Baptiste Defontaine, southeast of Highland.

Defontaine had come from France in 1858. He constructed the windmill entirely of wood, without using a single nail or screw. The machinery was of wood, even the cog wheels. Shingles, roughly hewn by hand, covered the 30 foot conical shape and four great arms of huge timbers had a sweep of about 24 feet.

This image of Southern France and Holland was built as a grist mill but the Frenchman also used the power to saw wood and small lumber, the saw being the only piece of metal in the whole construction. He ground wheat and corn for the farmers over a large area.

It was said, "Coming upon the view, one could easily have imagined himself on the continent, for the huge windmill and its surroundings readily suggested a scene from some European country."

Besides being a miller, Defontaine was a watchmaker. He also made wooden shoes and the bricks of his house. He died at 87 in 1890, the mill standing until some years after his death when it was allowed to fall into ruin.

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PRAIRIETOWN OFFICIALS—The governing body of Prairietown is headed by Melvin H. Braasch. Current officers are, from the left, seated: Erich Paul, vice-chairman, Melvin H. Braasch, chairman, and William H. Frillman, secretary-treasurer. Standing, Ernst Dustmann and Walter C. Henke, trustees. Also a trustee but absent when the photo was taken is Theodore Wolff. (Intelligencer Photo)

Prairietown Remains Small Community but Still Has Its Progress

By MRS. E. W. DUSTMAN
Of The Intelligencer

A German settlement was founded near the present village of Prairietown where F. Meyer entered a tract of land in 1831.

The following families clustered around the Meyer settlement; Adam Hoeh in 1842, H. Meyer in 1843, Daniel Schmidt in 1847, Herman Wieseman, Ludwig Pape, Carl Engelke, Henry and Christian Knoche, Christian Kuethe, John Schoenweiss, H. Thurmann, H. Dustmann, J. A. Scherff, Albert Kaiser, Fred Dustmann, Henry Dorr, Henry Ruenhold, Adam Mueller, Klein J. Schumacher, John Schaefer, the Helmkamp brothers, and others followed in the course of a few years.

In 1854 the Rev. F. Besel of Staunton organized the present St Peter's Lutheran Congregation, and on Sept. 25, 1855, they bought five acres of land from one of their members, Conrad Weishaupt, as their church property. In 1856 they decided to build a house on it near the present site of the school, which was to be 18x32x9 feet, consisting of two rooms, one serving as a church and school and the other as a parsonage.

This building was erected for a sum of $300. But it wasn't until 1859 that Maurice Hartnett built the first small log house at the northwest corner of the four corners of Prairie City. The same year the town was laid out by L. L. Dorsey.

Mr. Klump, the next year, started a saloon. The same year, F. and E. Best began blacksmithing. In 1860 a general store and saloon were started by John Schaffer. Richard Richards built about the same time and opened a general store. Schaffer had a post office established shortly after he began business, and was the first postmaster. This is when the name was changed to Prairietown. The mail was a tri-weekly one on the Edwardsville and Bunker Hill route.

In 1874 the present St. Peters Lutheran Church was constructed at a cost of $9,000. Dr. William Martin came to this vicinity in 1861 from Ohio building his home south of town. Later the farm was sold to Christ Gusewelle and Fred Gusewelle bought the house which he moved to the Charles Hillebrandt farm, where it is still in use.

Samuel Denton and his wife, Mary Tindal, came from South Carolina in early 1881 and settled south of town, most of this land is now owned by Wilfred Goebel. Mrs. Harry Gunkel, a Prairietown resident, is a great granddaughter of the Dentons.

The population of Prairietown in 1882 was 125. The following is a list of the businesses at that time:

E. Engel, physican,
M. Kyle, H. Grote, John McDonnell, general stores,
M. Kyle, postmaster,
F & E Best, Albert Farner, blacksmiths,
John Hess, wagonmaker,
V. Schulz, C. Boeker, boots and shoes.

In 1910 sidewalks were built from the cross roads in town to the church, which was a big improvement. In August, 1931, the first cement was poured for the hard road from Prairietown to Route 112, as a result of labor trouble it was not completed until September, 1932.

The exact date of the first telephone is not known but it was in January, 1961, when the Madison Telephone Co. completed underground lines and the first dial phones were used.

Several tragic fires occurred during the years, destroying homes and causing the death of several citizens. Some of the residents tried to organize a fire department and incorporate the town, but were unsuccessful.

In 1944 large wells were dug to give a better water supply in case of fires, and in 1952 this community was voted into the Bunker Hill Fire Protection District as Bunker Hill Volunteer Fire Department No. 2 of Prairietown, with 18 charter members. At present there are 25 volunteer firemen. After Prairietown was voted into Edwardsville School District 7 and the old Prairietown Public school was sold, the firemen purchased this property, also additional lots from Mrs. William J. Knoche to be used as a park. The school was torn down and the Firemen's Hall erected. The firemen also built a building for the district to maintain their fire truck and other equipment.

About 1937 the Illinois Power Company built lines and furnished the first electricity for this community. Citizens of Prairietown decided street lights would be a big improvement but in order to have these an organization to sponsor this project was needed. So, in 1953 the Prairietown Improvement Assn., was organized and on Jan. 8, 1954 the lights were turned on for the first time, starting with 11 lights and increasing the number to 15 at the present time.

The population of 128 has not increased much since 1882 but most of the old houses have been replaced with new, modern ones. A few of the old business places are still standing. The oldest resident, Harry Gunkel, was 83 years old Dec. 21 and his next door neighbor, Malinda Lou Bort, born April 15, is the youngest.

The following is a list of the present businesses:

Arthur Schaefer, tavern,
Clarence Dustmann, grocery store,
Art Schwalb, hardware, plumbing and heating,
James Smith, garage,
Melvin Braasch, contractor,
Wilbur Goebel, feed service,
Erich Paul, implement dealer,
Paul Hannig and Othmar Schuepbach, barbers.

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COLLINSVILLE GOVERNMENT — In past years the city government of Collinsville has brought some stormy sessions to its constituents. Today's board lives much more in harmony and includes, from the left, seated: City Atty. Matthew Welch, Mayor Albert Delbartes and City Clerk Peter Schmacker. Standing, William Wille, corporation counsel, Moses Harrison, Irvin Clayton and Louis Zaganelli, all commisioners. Missing from the picture is commissioner Norman Weber. (Intelligencer Photo)

From Coal to Suburbia is the Story Of Collinsville and Its Great Growth

German-born John A. Cook, whose parents had moved to Pennsylvania during the Revolutionary War was one of three who mounted their horses that Sunday to cross the Potomac River and visit friends near Sharpsburg, Maryland.

The three casually learned of a company heading west and joined without returning home. John Cook rode his horse all the way to St. Louis.

From that French village, Cook crossed the Mississippi to Illinois and became the first pioneer to build a cabin on the present site of Collinsville.

Collins Brothers

He "sold out" his labors seven years later in 1817 to three brothers from Connecticut. Augustus Anson and Michael Collins had come with far more than a horse under them. They brought equipment. They planned to homestead.

The brothers put up a distillery from store house, double deck ox grist mill, blacksmith, wagon and cooper shops, a tan yard and several houses. Not quite all that quickly, though.

Two more brothers, William and Frederick, and the rest of their family, were persuaded to join them in the fall of 1820. In those days it took persuasion for the "West was scarcely known in the East, save as a howling wilderness, and it was considered too distant and difficult to access that those who migrated were rarely expected to return."

In a letter Rev. Thomas Lippincott tells something of the Collins around 1820:

"While actively driving their business in the most economical way and rapidly accumulating wealth, they were far from unmindful of the higher interests social and spiritual, of themselves and those around them.

Temperance Sermons

"One of their first cares was the erection of a commodius (for those days) and well arranged place to worship, which also served the purpose of a school house."

This "place of worship" was non-denominational and had no regular preacher for some time.

With the sweeps of temperance in the East, William Collins arranged for temperance sermons six Sundays in succession. He had sent for them from Rev. Lyman Beecher, whose church he had belonged to in Connecticut.

His wife asked him one Sunday, "Doesn't it look peculiar to be preaching against strong drink on Sunday, and then make and sell whiskey on Monday?" The next day he tore down his still house and pounded his still with a sledge hammer. He constructed a church on the cornerstones remaining.

Temperance caused heavy financial loses, the rupture of the partnership of the five sons and father, and the scattering of the family. Only William B. was left in the settlement of their name—the settlement which once was called Unionville in accordance with the sentiments the brothers had toward one another.

The feeling against liquor prevailed. When the town was laid out and lots sold the deeds bore the restrictive clauses, "no intoxicating drink shall be made or sold on this property." The story is told that one lot escaped this stamp and Mrs. Elizabeth (William) B. Collins, who had laid out the town after her husband died of typhus fever, rebought the lot for a considerable high price. Courts later ruled the liquor clause invalid.

Pioneers considered distilling one of the most profitable as well as honorable businesses. It gave farmers a home market for their grain. In 1837 the rich land around Collinsville was making farmers wealthy by their supplying distilleries and flour mills.

The roll muster of the Civil War in 1861 exemplifies the town's dominance by farm interests. At its greatest height then, more than half of the occupations of those names on the roll were farming.

First Coal Mine

But, a second phase In the history of the people of Collinsville which was to leave agriculture behind was born three years before that roll was called. Peter and Paul Wonderly sank the first coal mine in 1857.

What could be gained by digging under that fertile soil became more profitable then what came up on top. In 1862 John Maull and David Williams sank a shaft and Dr. Octavius Lumaghi followed in 1869; in '70 and '71 two more mines were opened. The Seybt, Bardellier and Co. mine in Confidence by 1872 was the largest mine in the county besides being "machine operated".

Industry came with coal. By 1868 trains were passing through Collinsville on the St. Louis, Vandalia, Terre Haute railroad. And the Mississippi steamships gulped their cargoes of coal.

A zinc plant, based on the fact that it took two carloads of coal to melt one carload of zinc was established in 1875 and in the booming days of 1912 is was the city's largest plant, employing 1500 men.

Brick yards added their fuel to the fire of growth. There were five between 1883 and '96, the Hydraulic holding a peak production of 1,000,000 per month. The Hydraulic also had the unique and economical distinction of mining a fine quality clay and coal in the same mine. At 325 feet clay was found, and a couple of years afterward entries for coal were dug at 135 feet.

"A genuine boom has struck Collinsville. Not a vacant house can be found. There is plenty of work and the erection of homes for working men would be a good investment," was the report in 1899.

Cow Bell Factories

Miscellaneous industry included two cow bell factories. "Blacksmith shops naturally developed into bell factories — if they are located in Collinsville," rang the phrase. J. C. More, blacksmith, turned to making stock bells in 1849 and the Blum and Schoettle blacksmith shop became such a factory 30 years following. Their product was shipped all over the U.S. and directly to dealers in St. Louis.

Two thousand men were miners in Collinsville in the year of 1921! The depression hit. Miners wages, however, didn't drop suddenly, but, when they were being forced down by higher costs and employes fought to keep them up, the mines no longer produced. The mines slowly went dead.

Emerging from the depression, Collinsville no longer found itself a mining town but a better-class suburb within 20 minutes of downtown St. Louis," said the Collinsville Herald in 1937.

And so it was. And so it is.

One of the brick plants of those old days, now near the Orchards Shopping Center sometimes shelters circus elephants, from Tom Pack's circus which contract with the Schriners.

New School

Lately the land including the Orchards Shopping Center, and across the highway the new North Junior High has been annexed to Collinsville. On the other end of the growing town, property on which The Sav Mart store and U.S.A. store stand, has been annexed.

The new Junior high building, not scheduled to be finished until at least October or November, will be the second one in the city. Both are converting to the 6-3-3 system, replacing the six years of grade school, two years of junior high, and four years of high school. Behind the as yet uncompleted structure the Abraham Lincoln grade school is going up.

In the residential city of 14,200 a privately operated swimming pool and golf course, and over 30-acre public park with a lake, baseball diamond and picnic area, provide recreation. Too, the race track on Highway 40 just west of Collinsville lends entertainment as well as employment, under the operation of Benningsen and associates.

Although 1261 Collinsvillians find employment in the tri-cities industries and in St. Louis about 50 alone are employed by the Swift Company, industry is found in Collinsville. Brooks Foods, who have located their offices in Collinsville, employs 300 citizens, varying with the season. The Martha Manning Company has moved its design, sales and shipping headquarters from St. Louis to Collinsville and uses approximately 40 women in the manufacture of Doris Dodson and Martha Manning clothing.

One mine, the Maggie, begun as one of the first is the last remaining.

Prosecutor of Lovejoy Rioters Forecast Blight

As prosecuting attorney in the famous trial of the Lovejoy rioters in 1837, Alfred Cowles hall strong condemnation for those who used violence to put down the voice of the free press, and predicted accurately the fate of Alton when the rioters were acquitted.

Although he wasn't an Abolitionist, Cowles hated violence. He said during the trial that he was not in sympathy with the Abolitionist cause, but "freedom of thought is the birthright and freedom of speech is the charter of every American citizen." "Let him use his privileges," Cowles said, "let him exercise his rights, responsible to the laws of the land and his peers."

Cowles, who had been born in Connecticut in 1787, came to Belleville and then to Alton, where he became partners in a law firm with John M. Krum, Alton's first Mayor.

He rightly predicted the fate of Alton after the rioters were acquitted, when he said, "If the verdict of this jury is to sanction the deeds of violence and murder which have disgraced this city, then who will stay or who will come among us?" Soon after the trials and the financial panic of 1837, Cowles himself moved away, along with many of Alton's best citizens. Indeed, Alton severely felt the consequences of acquitting the rioters.

Cowles died in San Diego, Calif., at the age of 100 after an active career, including his service as chairman of the Republican National Convention in San Francisco when he was 93 years old.

Weevils destroyed great quantities of wheat in the summer of 1824.

Hail as large as hen eggs fell in Madison County in 1820.

The winter of 1830-31 is known as the "Winter of Deep Snow," the temperature remaining below freezing for weeks and more than two feet of snow covering the ground until Spring.

An epidemic of cholera hit Madison County in 1833 causing many deaths.

Mineral Springs Brought A Real Boom to Grantfork

By MRS. A. ROGGENKAMP OF THE INTELLIGENCER

Before 1840 it was known as Fritz-James Crossing. In 1840 it was known as Saline. In 1882 the name was changed to Grantfork.

Today, in 1962, it is still Grantfork, with its population, businessess, and attractions changing as much as its name. The old Madison County history book says "it lies on a ridge between the east fork of Silver Creek and a large branch called Rocky Branch on the west." That hasn't changed but today we probably would say it's 6½ miles north of Highland; 6¼ miles south of Alhambra; 6¼ east of Marine; 6¼ miles west of Pocahontas. It lies on the township line, half in Saline township and half in Leef.

Its Origin

In 1840 Henry K. Lathey, James Carpenter, George Fills, Jonas R. Gale, Z. Lowe and William F. De-Wolf laid out the village. John Duncan opened a store in 1840 and kept a "public house" and put up a large sign reading "Fritz James Hotel by J. Duncan". A second store was put up by D. D. Leggitt, later owned by William Schum and, then disposed of to John, Steven and Conrad Bardill. John Bardill was successful in getting a post office under the name of Saline, which was changed to Grant Fork because of the conflict in name; he also served as the first postmaster. The first blacksmith shop was operated by a Mr. Herrin. Thomas Johnson built the first house.

Other early businesses were G. Winter and Nic Mollet, wagon shops; E. Salzmann, harness shop; F. Landolt, butcher shop; Joseph Miller, tinsmith; G. Zeifel, a shoemaker; F. Oswald was the undertaker. In 1862, one hundred years ago, began perhaps the most colorful part of Grantfork's history, when Steven Bardill opened a stone quarry and lime kiln on the Leef side of the village. This property was to become Diamond Mineral Springs. At his quarry Mr. Bardill discovered a spring of health-giving mineral water and developed it. He later sold the property to A. J. Kraft, who built a fine hotel and converted the grounds into an excellent park, abounding with fountains and flower-bordered walks.

There were two hotels at one time, the Mineral Springs Hotel, built in 1879 and Hotel Windsor. During the summer months many visitors and patients came not only from neighboring towns but also from large citiess. Hot and cold mineral baths were available. The water of the spring was of strictest purity. Diamond Mineral water "has been used with the best results in the treatment of many diseases and is highly recommended by experts as one of the strongest and most efficient waters known for the cure of rheumatism, neuralgia, paralysis, spinal disorders, and other diseases".

Hotel Windsor had 30 large rooms and from there one could take the gravel walk across the stream up to the village store and post office. There was an entertainment hall where guests had free use of a bowling alley, billiard and pool tables and where every few evenings dancing was in order. Another attraction was a large artificial lake where boats and fishing tackle were available to the guests. Under the Kraft management two large ice houses were built and a windmill, and waterworks added to the comforts of the place. Early in the 1900's the fame of the Mineral Springs dwindled and the old hotel is no more; however the restaurant and dance hall continued successful, under the ownership of Alvin and Arthur Kraft, sons of A. J. Kraft. Today Diamond Mineral Springs is under the management of Mr. and Mrs. Milton Hanser and people still come from miles around to enjoy country-style fried chicken, though most traces of the old Diamond Mineral Springs have passed with time.

Churches and Schools

The year 1872 saw two churches and two schools built in Grantfork. A Catholic church with a school in connection was built on the Leef side of the town and across the block the same year a two room public school was built. On the Saline side an Evangelical Lutheran church was erected with Rev. John Mettlemann preaching the first sermon in it. The Evangelical Lutheran Church was re-built in 1929. Before that time and at the present time this church is known as the Grantfork E&R Church, the pastor now being Rev. Arby Hosto, who came here in 1936; preceeding him was Rev. Malkemus. This year a new brick parsonage was completed and dedicated with the old parsonage being now used for Sunday School classrooms.

St. Gertrude's Catholic Church was re-built in 1903, Father Duval being pastor then, the first resident pastor was Father Michael Weiss in 1880. A two story frame rectory was built in 1878 part of which was used for school purposes. A parochial school was maintained, with the exception of a few years, from the beginning of the parish till 1915, when economic and other reasons necessitated the closing of the school. Father J. Kirby is present pastor of St. Gertrude's, having been preceded by Father Wardein, who retired in 1947. A new brick parsonage was built shortly after Father Kirby became pastor. The consolidation of schools in this area brought a new modern brick public school to Grantfork. It has four classrooms, gymnasium, and a cafeteria. The 1954-55 school year was the first year in the new school for it's more than 100 pupils. Up to this time the original two room school was used.

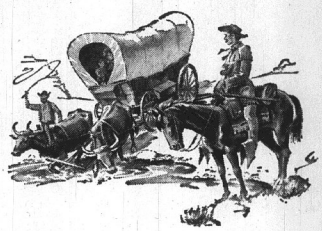
In 1866 Anton "Tony" Beck organized a Sharpshooters Society, serving as it's president till 1875, the year he died. The society continued to exist till 1915, holding an annual fall festival which was largely attended. A park and rifle range east of town was owned by the Sharpshooters. Their annual fall festival may be the forerunner of the now annual Homecoming.

The annual Homecoming now is sponsored by the Grantfork Volunteer Fire Dept. which is yet another page in the history of Grantfork. The Volunteer Fire Dept. was organized in 1948 and a fire house was erected in 1949. The department is self-supporting and tax free, supported by the proceeds of the annual Homecoming. There are approximately 30 members and monthly meetings are held. Alvin Mettler has served as fire chief since the organization was founded. A new modern fire truck was purchased in 1961. Hundreds of people are attracted to this small town for the Homecoming each year which features a colorful parade each night.

Prominent Residents

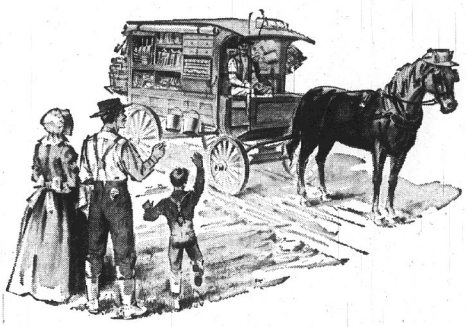
Among the better known Madison County families who called Grantfork their home were those of the Mudge and Hotz, representatives of which continue to be active in the political life of the county. Most of the old settlers came here directly from the "Old Country." Mr. Bardill being from Switzerland. Solomon H. Mudge came from Portland, Maine to St. Louis. In 1836 he purchased 1080 acres in Saline township and built on it a beautiful home which lies just east of Grantfork. Solomon was the grandfather of the late Dick Mudge and the great-grandfather of the present State's Attorney, Dick Mudge, and the late Attorney John Mudge. George Hotz was born in this area in 1843 and was chosen constable of Saline township and later supervisor. His brother Joseph also served the county well as also did Joseph's son, Norbert, and his daughter, Miss Eulalia Hotz, who is now County Clerk. Two other well known individuals came from Grantfork were Belmont Klick who thrilled baseball fans with his clouts that made him a popular favorite here and Rube Peters, who played some games for the Chicago White Sox.

...and so they came from East and South to settle the land of the Illini...



And the most fertile and abundant area In Illinois, Madison County, began to grow.

Glik's Department Stores Are Proud To Join In This Historic Salute To Madison County, Illinois, On Its 150th Birthday.



In the early times of our County, stores were mobile and small...but they, too, grew and prospered..

In 1902, Morris Glik opened the first Glik Department Store in Madison, Illinois. His business founded on the basis of quality merchandise offered to the public at fair prices—coupled with service and guarantee of satisfaction, caused his business to grow and succeed.

At the close of World War II, Joe Glik entered into the active management of his father's business and following the same business creed established by his father, has successfully expanded Glik's Department Stores to five stores, serving Granite City, Alton, East Alton, Edwardsville and Madison. Glik's is the only locally owned chain of department stores exclusively serving this thriving Illinois county.

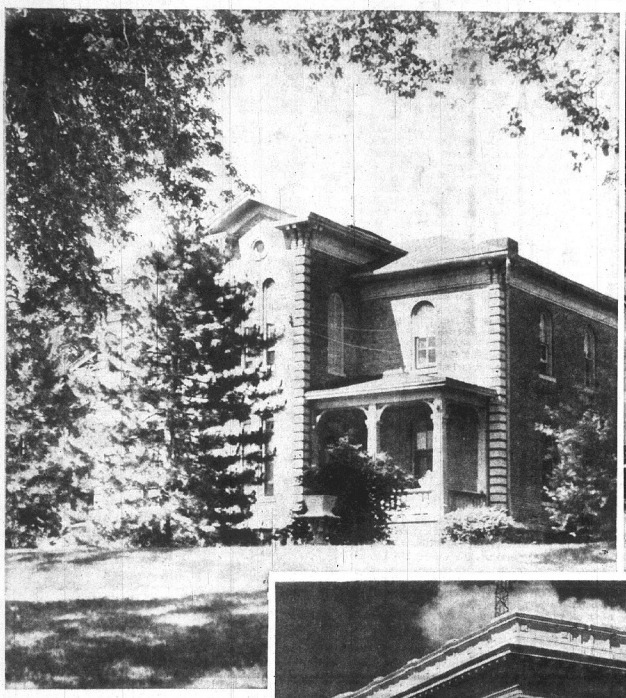
5 DEPARTMENT STORES SERVING MADISON COUNTY

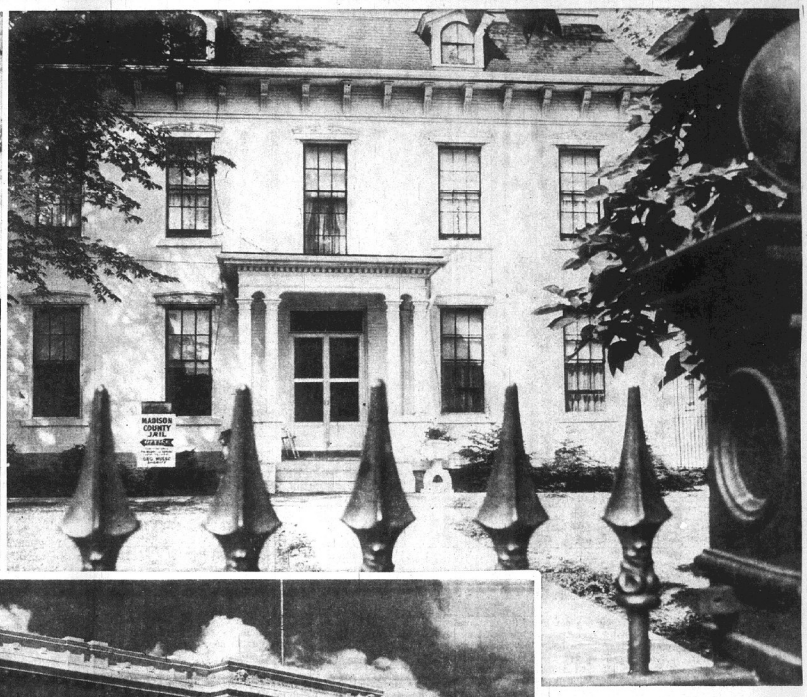
Glik's

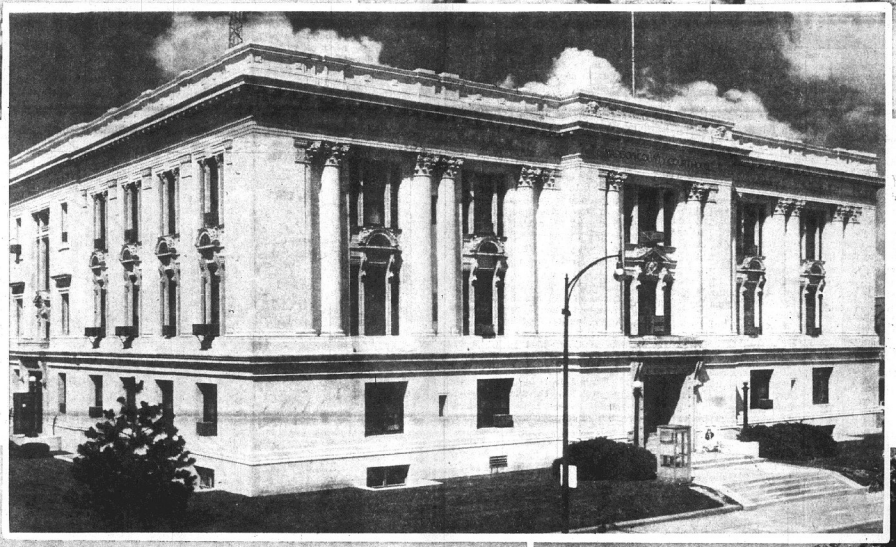
GRANITE CITY • MADISON • ALTON • EAST ALTON • EDWARDSVILLE

Serving Madison County Exclusively, for Over 61 Years.

ALTON EVENING TELEGRAPH
Serving the Alton Community for More Than 126 Years
Granite City Press-Record
DEVOTED EXCLUSIVELY TO GRANITE CITY — MADISON — VENICE — MITCHELL
TWICE-A-WEEK—MONDAY AND THURSDAY
Edwardsville Intelligencer
Madison County's Home Daily

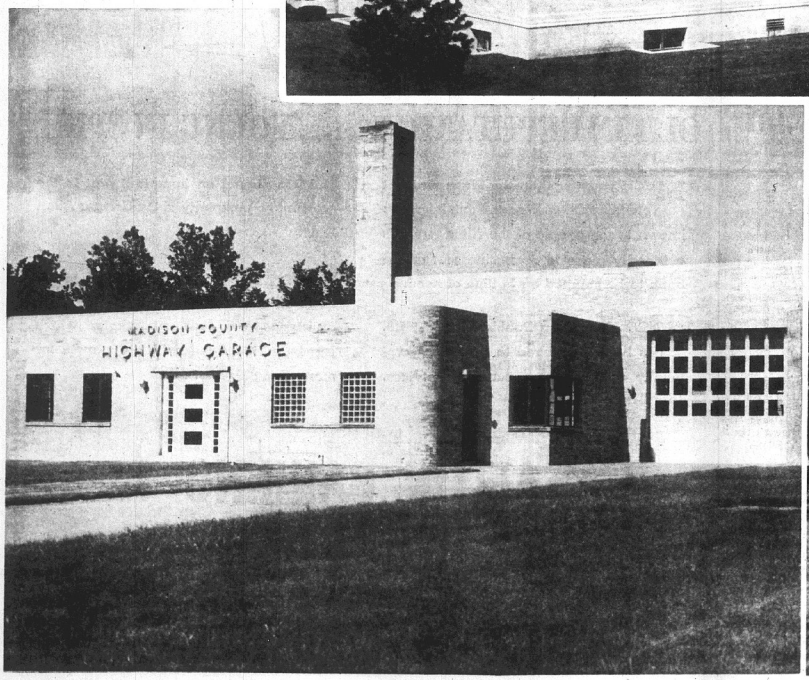


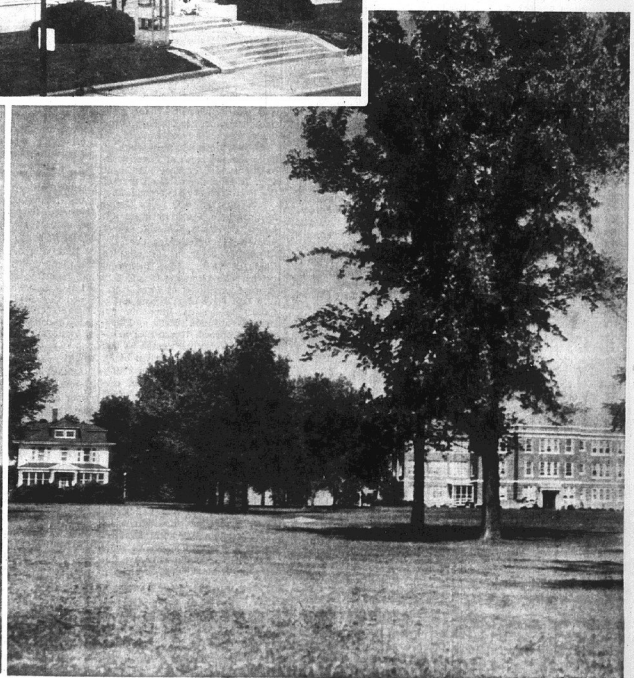




Madison
County
Sesquicentennial

September
4th,
1962







THE COUNTY'S HIGHWAYS have come along way from the early dust trails first used by the area's settlers. Pictured above is part of the extensive highway system which includes Routes 66, 70 and 270 which will have such a drastic change on the lives of the residents of Madison County. (Intelligencer Photo)

From Dust to Super Roads Is The Story of Madison County

Can you imagine jogging over a road made of logs to see the Cardinals play at Busch Stadium or a "quick" trip to the Muny Opera?

Or perhaps vision yourself chugging and slushing along the same way on a road of mud after a down pour which even today overtaxes the gutters of our city streets and causes minor "floods" and inconveniences.

It's enough to make one stay at home and leave the car in the garage — or the buggy in the barn, the horse in the stable or the coonskin cap and boots by the fireplace.

Corduroy Roads

Those log roads, appropriately tagged "corduroy roads," were in actuality planks laid across logs. They were considered a step toward "better" roads in 1849—especially to the farmer who could now get his wheat, corn, hogs and other products to St. Louis and return with merchandise in only the greater part of two days.

There were a few daylight trips for this man but more often than not the farmer left home during the night, ferried the Mississippi early in the morning, and traveled home again through the dark over the plank road with his produce gone and now replaced by household necessities.

Merely nine years later the usefulness of these roads "was never better demonstrated . . . having been washed away during the flood in the Spring, and much loosened by the rains of the last two months, yet it is fair condition; and at present saves the traveler a vast amount of time, as well as tear of horse, harness and wagons, as no team could make the trip from his place to St. Louis in one day with the Plank Road removed." So reported the Madison Press in the county seat at the end of 1858.

But then there was the time when no newspaper reflected man's achievements. The time when French fur hunters wound around the hills, following the shoulders of a ravine, and keeping an eye open for barely broken Indian trails.

When immigrants to the wilderness of Madison County from the Carolinas were guided by bent branches or barked trees and forded streams at shallow places, oft times by swimming, to gain the most direct route.

First Commission

And when the trickle of immigrants began to flow and Madison County became a reality of boundaries and Tom Kirkpatrick's cabin of rough hewn logs was designated the seat of justice, roads radiated from the ferry and boat landings into the interior. The very first action of the very first form of law, The Court of Common Pleas, was to appoint three overseers for road improvements. That was ages ago, in 1813 and in 1820, still ages ago, there were twelve roads in the county, PLUS four bridges. They were only crude constructions strong enough to support the oxen and wagons of the pioneers and were built simply of timber cut near where the bridge was being built, but there were bridges.

How important these spans were across the waters!

Out of a total revenue of about $5,579 in 1837, $5,125 was spent for a stone bridge over Wood River. A year before the unlimited supply of stone at Alton had made possible the first stone bridge which was constructed over Shield Branch.

But road construction was haphazard and principal routes even failed to connect. Individuals formed highway associations for the upkeep of roads running past their own homes and general vicinity.

Community's efforts were laudable and they were told at the turn of the century: "Recent years have witnessed wonderful progress of cities and towns in paving streets with vitrified brick . . . ." In the low, wet places, rock and macadam was spread to help teams get over them.

Concrete Experiment

The next question was rigid concrete versus something with a little elasticity. Would the weight break a concrete slab?

Engineers built short sections of experimental road in Edwardsville Township with expansion joints diagonal across the slab so two wheels of a vehicle wouldn't cross the line at the same time.

While the experiments were tested in the outdoor laboratories, autos became popular.

The "gas buggy" that frightened horses and traveled at the amazing speed of 10 miles per hour, accompanied by the fear that they might veer out of control, was the catalyst in highway construction formulas.

The luxury and novelty turned into a more common item with some 76 per cent of all families in this country owning at least one automobile in 1961. Many families have expanded into a "two-car" family and some even boast of three or more vehicles.

It was the roads, however, that limited the use of the horseless carriage in the early years. In the summer autos left great billows of dust on rural roads like the earlier herds of buffalo that had roamed the same area in days gone by. During the winter it is reported that "cars were jacked-up in a garage to save the tires until return of suitable driving weather."

Good luck to the driver who ventured out onto the roads during the spring rains!

New Road Era

One account stated that "as late as 1915 there were numerous roads in the county impassable in the spring and fall seasons. Rural mail delivery was impossible on some days."

Those experimental concrete slabs in Edwardsville Township were by a special tax levy but soon the growing job advanced to the county level. Soon the state system absorbed the township and county roads and now it is the federal government who plans and taxes for the super highways which are a part of every country side, carrying the stream of progress north and south, east and west.

This same stream carried 12.5 million trucks and buses on United States highways and about five times that many passenger cars in 1961. The federal government plans some 41,500 miles of roads, arteries, etc. in its national system of interstate highways.

The four, six and eight lane highways so evident in the Madison County area with their underpasses, overpasses, clover leafs, exits and entrances are a far cry from the temperamental trails made by Indians between the best fords and camp sites.

Highway 66 made its mark on Madison County, giving a quick road route to the county's products to Chicago, the rail capital of the world from whence the county's products are shipped to all parts of this country and the world.

Interstates 225-270

Interstates 225 and 270 are part of an overall plan to feed traffic around St. Louis and East St. Louis. Both will be a great aid to economic development in Madison County.

Route 225 extends from south of State Route 3 north of Dupo, north to Interstate 70 near Fairmont City. It joins the northern part of the loop there, or, Interstate 70.

Interstate 255 will cross Grand Marais State Park in East St. Louis. Interstate 270 will extend from a toll free bridge over the Mississippi River, north of the Chain of Rocks Bridge, to a connection with Interstate 66 and U.S. Route 40 northwest of Troy.

In late June of this year a $3,600,000 bridge on Interstate 270 over the railroad tracks at Mitchell, was opened. It provides a bypass for Interstate Routes 55 and 70 around the north portion of St. Louis. Six sets of tracks, a county road and Illinois Route 3 are covered by the divided four lane bridge which is approximately two-thirds of a mile in length.

Interstate 70

The beginning of Interstate 70 is west of Denver and extends to Baltimore, Maryland. It will join Interstate 55 which is now designated U.S. 66, at a point west of Troy.

Interstate 70 crosses Route 159 between Maryville and Collinsville When completed it will connect with Veterans Bridge in East St. Louis. It follows the general route of U.S. Route 40 and will leave Illinois in Clark County, continuing through Indiana and eastward to Maryland.

Route 151

Route 151 will go from Mitchell, along the water front to East St. Louis. Land taking proceedings for this project began in August of this year.

Cover Page

The pictures on the cover page for this section include the five buildings of the county. They are: Upper Left—Madison Nursing Home. Upper Right—Madison County Jail with the sheriff's residence pictured. Middle — Madison County Courthouse. Lower Left—Madison County Highway Dept. garage. Lower Right — Madison County TB Sanatorium. All five buildings are located in Edwardsville Township.

Lafayette Near But Never Quite Visited County

A Congressional reception simply threw open the doors of the nation to Marquis de Lafayette and his son, George Washington Lafayette, and the Frenchmen responded genuinely to the acclaim that a foreign citizen had never before received from U. S. citizens.

Lafayette's travels over the nation were the constant topic of conversation and towns distincted by this visit gave banquets and receptions to behold.

In New Orleans he boarded the "Natchez" for a four month trip on the Mississippi River, stopping in seven-year-old Illinois at Kaskaskia on the way up, and Shawneetown on the way down. Governor Edwards Coles, personal friend of the acclaimed gentleman, and other Edwardsville residents, most of whom had been in the Revolutionary War against England, journied to Kaskaskia to greet the "Friend of Freedom."

Having met in Paris seven years before, Governor Coles and Marquis de Lafayette anticipantly corresponded when he was visiting the country he helped liberate. Coles was expectantly awaiting "the happiness of seeing you and welcoming you to Illinois."

Before a lavish banquet held at General Edger's home, Coles greeted Marquis de Lafayette on the steps with an address of welcome and the perfect French gentleman responded warmly. He was banqueted at the Sweet Inn, which was decorated profusely with laurels and a rainbow of roses spanning his table, and led the grand march at the evening ball.

At Shawneetown, Lafayette deboarded his vessel and walked the muddy, steep incline over stripes of calico spread by dames of that village. He spent a day and night with the people of this Indian-settler-trapper town.

Edwardsville residents had hoped the great man would visit Madison County with Governor Coles and had made fitting plans to receive him. Six months before Lafayette reached St. Louis, 42 citizens held a meeting in the Washington Hotel and formed committees with E. J. West presiding and A. Prickett as secretary. But Lafayette could not travel to meet Coles and the Governor and prominent citizens left for Kaskaskia.

Bonded Debt of Alton Was $87,525 in 1882

The bonded debt of the City of Alton on April 1, 1882 was $87,525.82 much of this debt had been incurred in 1858 when the City Hall was completed at a cost of about $50,000.

The city then received $500 a year from the Federal Government for rent for the space occupied by the Post Office.

Worden, Illinois, was named after John C. Worden, born at Preston, Lancashire, England.

Piasa Bird Was Legend Even in Earliest Times

The Piasa Bird has become an integrated part of the lore of Madison County. The mythical bird has given its name to the bluffs, streams, a street, a drainage system, and the Alton area Boy Scout Council. Business, civic, and social groups have adopted the fanciful monster as their emblem. Several years ago the Piasa Bird entered even the rock-and-roll field with a disc called "The Piasa Bird."

The legend of the Piasa began when Father Marquette observed two monsters painted on the bluff near the present city of Alton during his voyage down the Mississippi in 1673. He described the drawings:

"As we coasted along rocks frightful for their height and length, we saw two monsters painted on one of the rocks, which startled us at first, and upon which the boldest Indian dare not gaze long. They are as large as a calf, with horns on the head like a deer, a frightful look, red eyes, bearded like a tiger, the face somewhat like a man's, the body covered with scales, and the tail so long that it makes the turn of the body, passes over the head and down beteegn the legs, ending at last in a fishes' tail. Green, red and a kind of black are the colors employed. On the whole these two monsters are so well painted that we could not believe any Indian to have been the designer, as good painters in France would find it hard to do as well; besides this they are painted so high upon the rock that it is hard to get conveniently at them to paint them."

Many Versions

This bluff must have had some great significance for the Indians of the area. In 1673 Marquette mentioned that the boldest Indian dare not gaze long at the paintings. In "Wild's Mississippi Valley Illustrated" (1841), the author says: "The tradition connected with this rock was not confined to a few tribes but existed among all the aboriginal inhabitants of the great West, none of whom even to this day (1841) pass the rock without discharging their rifles or arrows at the figures upon and around which are innumerable marks of balls and other missels."

Several fascinating Indian legends have been inspired by the paintings on the bluffs. Perhaps the best known is the version published in 1836 by John Russell, who had been a professor at Alton Seminary (Shurtleff College) in 1835.

This version, attributed to the Illini Indians, begins:

"Many thousand moons before the arrival of the pale faces, when the great magalonyx and mastodon, whose bones are now dug up, were still living in this land of green prairies, there existed a bird of such dimensions that he could easily carry off, in his talons, a full grown deer."

For an unknown reason the taste of this great bird (called the Piasa meaning "bird that eats men") changed from deer to Indian. After the bird's first taste of human flesh, he would prey upon nothing else. Throughout the land there was great morning for the many braves, squaws, and children carried off in the talons of the Piasa.

Invincible Monster

Hundreds of braves tried to destroy the Piasa without success. Councils were called to find a way of ridding the Illini of their foe. Finally, the great chief Ouatoga turned to the Great Spirit for aid.

On the last night of a month-long fast, a vision was sent to the chief by the Master of Life. Ouatoga was instructed to select 20 warriors, each armed with bow and poisoned arrow and concealed in a designated spot. A human decoy would stand on the edge of the bluff to lure the Piasa into firing range.

The next day the warriors gathered around the clearing. Brave Ouatoga himself volunterred as the living scarifice.

The Piasa soon sighted his prey. The death chant of Ouatoga echoed over the bluffs. The Piasa rose into the air, and swift as a thunderbolt, darted downward.

In Russell's words, the legend ends:

"Scarcely had he (the Piasa) reached his victim, when every bow was sprung, and every arrow sent, to the feather, into his body. The Piasa uttered a wild, fearful scream, that resounded far over the opposite side of the river, and expired. Ouatoga was safe. Not an arrow, nor even the talons of the bird, had touched him. The Master of Life, in admiration of the generous deed of Ouatoga, had held over him a invisible shield. In memory of the event, the image of the Piasa was engraved on the face of the bluff."

The original Piasa Birds were destroyed by quarrymen when the face of the bluff was blasted away in 1847. By that time weathering processes had reduced the drawings to a few rust stains.

The Piasa Returns

In this century the Piasa Bird has again looked across the Mississippi from a perch high on the limestone bluffs. In 1924, Herbert Whittleman, scout-master of an Alton Boy Scout troop, proposed that the Piasa regain its place as a scenic wonder of the Mississippi Valley. His assistant scoutmaster, Herbert Forcade, supplied the artistic talent. With the financial backing of area businessmen, Forcade finished his painting on the face of Lover's Leap in October, 1924.

In 1952 after blasting destroyed the face of this bluff, John Buese of Maguire Signs Co., assisted by Eldon Grove and Ralph Owens, painted a 30-foot long Piasa Bird on the new bluff face. The version of the Piasa to be used was selected by the Alton Historical Society. It was done originally by William Dennis in 1825 and a copy was sent by William McAdams to the Smithsonian Institute.

In 1956 the bluff was blasted back once more to widen McAdams Highway for the Great River Road project. The Piasa Bird was destroyed as explosives cut back the face of the bluff. But as did the ancient Phoenix, the Piasa may once more rise from its ashes — or in this case, rock chips.



ONE OF MAIN VERSIONS — This drawing by McDougal, done for the Telegraph, is largely the dread Piasa Bird as described by the first white man to see it, Father Marquette, the French Priest-Explorer.

1836 Alton Population Was 2,600

The Alton of 1836 was a bustling river port — vying with neighboring St. Louis for the commerce of the Mississippi River.

The Town of Alton was feeling growing pains, and the following year was to be chartered as a city by the Illinois General Assembly. Also, the following year Alton was to stand, ashamed, before the nation because of the Lovejoy assassination, but in 1836 the future was glowing.

In 1836, Alton had its own newspapers, the Telegraph, and four others.

In 1836, the busy port had a population of 2,500 persons. In pioneer Alton were 300 houses, eight church denominations, 20 wholesale business houses, 32 retail stores, 8 attorneys, 7 physicians, 8 ministers, one bank, 4 hotels, 2 lodges, 2 schools, and 8 steamboats.

Land just outside the town limits of Alton sold for $10 to $40 an acre.

The inhabitants of Alton were mostly from New England and Virginia.

Wild game, including deer, pheasants and partridges, was in abundance.

The first board of commissioners of Madison County consisted of William Janes, Samual Judy and George Barnsback.



OLD IN REPUTATION.....YOUNG IN SPIRIT

MUCH younger than the Piasa Bird but old in tradition, Wedge Bank has been known to the people of the Alton Area as a friendly place to do business... and a bank to be counted on in time of need.

SINCE 1902, Alton Banking & Trust Co. has been privileged to serve the community with complete banking services, and has played an important part in the growth and prosperity of the Greater Alton Area.

YOUR Wedge Bank always stands ready to offer its customers the same friendly assistance and courteous service which has been identified with its growth for more than 60 years.

1902 ALTON BANKING 1962

ALTON BANKING & TRUST CO.

"Your full TRUST CO. service bank"

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Courthouse Has Been in Four Buildings

Since 1814 when settlers by-passed the building of a county courthouse and instead built a log jail, the courthouses in Madison County have had their troubles.

Madison County has had five courthouses, one of them a temporary structure between the periods of the third and last such building.

First Structure

When the first courthouse was occupied on Feb. 12, 1817, its construction left something to be desired — both in materials and the process. Receiving a $75 payment and a $100 donation from Citizen Thomas Kirkpatrick, Contractor Thomas Kirkpatrick then petitioned Judge Thomas Kirkpatrick for $1,262.50 for the job.

An earlier account of this transaction subtly stated that "it was done illegally — or would be today."

Donate Money

Citizens donated $4,000 and materials for a brick replacement for the log hewn courthouse. This "donated" courthouse soon became a bone of contention between residents of upper and lower Edwardsville. The ill will grew to such proportions that the actual growth of the city was impeded for some time.

The courthouse, "officially" occupied on June 25, 1835, was described by Lorenzo Dow, a preacher, as "fit only for a hog pen" and refused to speak in it.

Citizens did admit it was difficult for elderly men to climb the steep ladder to the second story, there being no staircase at the time.

"They're building a courthouse in this ere town,

And they've got the material accordin',

But they've been long enough to take all the stuff,

And build it to the other side of Jordan."

Fourteen years had elapsed from the time the subscriptions began in 1821 until the courthouse was officially accepted in 1835. During this period of time little if any improvement was actually made to the building.

The Madison County courthouse, even with this "modern" second courthouse, still stood over a dirt floor.

It was at this second courthouse that the first anti-slavery meeting in accordance with the state's general feeling was held in 1823.

Both of the first two courthouses were located on North Main Street in Edwardsville on the site which now houses the Lincoln School there.

The third courthouse moved onto the site of the present building.

A home talent group poked fun at the delay in building the county's third courthouse from the stage of the Arcade Hall. The first floor stood nine months without any additional work being done on it.

Third Building

Finally in September, 1857, the third courthouse was officially occupied.

During an 1858 political rally near the courthouse, an enthusiastic crowd set off a cannon, breaking window panes. The party was requested to replace the panes but as expected, the Party took "no panes to do so."

Fourth Edifice

Because both Alton and Granite City stirred up sentiment in 1900 to move the county seat, three votes were needed before the present Georgian marble building was completed and officially occupied on Oct. 18, 1915.

Upon the second decisive defeat, this obituary appeared in the courthouse:

"Died, Tuesday, Nov. 5, 1907, at 5 p.m. at the polls of the different voting places in the County of Madison, State of Illinois,

"The proposition to build a new courthouse.

"Aged about three months and a few days.

"Madison County papers please copy."

Alton procured the state hospital and Granite City a new federal building with the aid of Edwardsville. Consequently, when the new courthouse proposal was brought forth the third time, a sweeping victory, in comparison to the other two defeats, was recorded. Mayor D. H. Mudge declared a holiday and the bands marched out with almost everyone participating in the festive day.

One point continually brought out in the Intelligencer was the lack of graft connected with the courthouse construction. "In many regions," an account states, "it is regarded as an accepted custom for commissions and concessions of various kinds to be offered and accepted by this one and that one." But all contracts were let in open with public expression "not only invited but requested."

Apparently some sub-contractors and general contractors found the procedure a surprising situation as one said, "This seems to be on the square. If I had known there was no commission connected with this, I would have cut by bid and landed the job."

Between the demolition of the fourth courthouse and the present building, the county seat was located in a building at the corners of Vandalia and Johnson Sts. in Edwardsville.

The final product seemed to please the residents as such comments as "pleasing in appearance, substantial and built four square and solid; "there was no graft," and, "the $250,000 appropriation covered the cost," were some of the comments in the area newspapers upon its completion.

Even today, with the growth of Madison County, some consideration will have to be given in future years for yet another courthouse.

Last year an extensive remodeling project was completed which still leaves the County Clerk's office somewhat overcrowded. Judges do not have the space needed for consultation and meditation. There is some talk of asking the Madison County Historical Assn. to move to other quarters because the space is badly needed.

Madison County could well be in store for a fifth courthouse in the not too distant future.

Emigration Into County Described

It does not appear that any permanent settlements were made by the French, either at this or any subsequent period to the commencement of the American emigration from the East within the present limits of Madison County, though the statement is made by Governor Reynolds that "the French had resided upon the Big Island in the Mississippi below the mouth of the Missouri at intervals for fifty or sixty years (before 1804). Squire LeCroix who died in Cahokia an old man, a few years since was born on that island." (Chouteau's Island.)

But, however this may be, they left little to mark the fact of their existence, and exerted virtually no influence upon the infant fortunes of the county. It remained for a hardier, bolder, more intelligent and more industrious class, the brain and pith, the bone and sinew of a new civilization just breaking from the restraints of European Tyranny—American born—to develop the wonderful resources of this still more wonderful country, with its abundance of mineral wealth, its soil of exuberant fertility, its magnificent natural features, and to make it what it must soon become, the garden of Illinois.

First Wave

Emigration in earnest commenced to flow into the Illinois county after the division of the Indiana Territory in 1800. The American and even the French settlements began to extend themselves throughout the western section of Illinois. In this year (1800) the first white man located himself at Goshen, more than twenty miles in advance of the settlements. His name was Ephriam O'Conner, and he located in the American Bottoms near the bluff, five or six miles southwest from the present town of Edwardsville. Col. Samual Judy bought out O'Connor in 1801; lived upon this spot more than the third of a century and died in the same place. (Hon. Thomas Judy, grandson of Samual Judy, thinks the latter came to Goshen in 1798.)

Named Goshen

The Rev. David Badgley and some others in 1799 explored the country at present embraced in the County of Madison and called it **"Goshen."** They gave it this name on account of the fertility of the soil, and the consequent luxuriant growth of vegetation. It was indeed a land of promise, and some years afterward was the largest and best settlement in Illinois.

Goshen settlement, so called in early times, embraced about the whole territory of Madison County, was in its early history as it has always been, a compact, happy and properous community. In 1801 the first white settlers located in Six Mile Prairie, within the present limits of the County. Their names were Patrick Hanniberry and ——Wiggins. The latter had a family, but Hanniberry was a single man. Their settlement received the name of Six Mile Prairie, from the situation, which was six miles north of St. Louis, in Upper Louisiana.

From Southern States

The emigrants to the country at this period were mostly from the Southern and Western States. Very few eastern people settled in Illinois at that early day, and the Ohio River was the main channel by which the hard pioneers reached their new homes in the wilderness.

An Indian Murder

The infant colony of Goshen Settlement was early called to experience the perils of a new country, and the cruelty of a savage and treacherous foe. In 1802, Turkey-Foot, an evil disposed and cruel Chief of a band of Potawatamie Indians and his party returning homeward from Cahokia to their towns near Chicago fell in with two men named Dennis and Van Meter, at the foot of Mississippi bluff, about five miles southwest of the town of Edwardsville and murdered them in cold blood. The country contained at that day very few inhabitants above Cahokia, and Turkey-Foot seeing the Americans extending their settlements toward his country took fire at the spectacle, and with true savage and unreasoning ferocity wreaked his resentment on the first who crossed his path. No further acts of hostility were committed at this time and the murder seems rather to have been regarded as an outburst of drunken fury than as indicating any settled purpose of enmity to the whites.

In the year 1802 the whole country extended its borders. Many citizens left the older settlements and pressed forward toward the frontiers. The Goshen settlement among others was considerably enlarged and improved.

The Gillham Family

The Gillham (The Gillham subsequently became the most numerous of any family in the county, as is illustrated by the fact that at one time it was a common remark among the people, that "a candidate whose name headed the County Ticket would rarely be elected unless he had some of the Gillham connection also on the ticket) and Whiteside families settled there at this time. These two large connections embraced nearly all the inhabitants of the settlement. The Seybolds, Groots, Casterlines, and others located at the foot of the bluff above Quentine or Cantine Creek. (Canteen?)

In 1803 Samuel Joel Whiteside made the first improvements on Ridge Prairie, six or eight miles south of where Edwardsville now stands. These settlements for the most part were made by pioneers who had already been in the county for many years, and who had been accustomed to a frontier life. The whole frontier was then exposed to the incursions of Indians, not entirely friendly to the whites, and the hardiest and bravest of the old settlers were required to display a bold front to the fierce and roving bands who infested the settlements at that day.

One of the greatest drawbacks to the growth of the colonies was the want of mills, schools and houses of worship.

Settlement of Quentine or Canteen

The same year (1804) Delorm, a Frenchman, from Cahokia settled at the edge of the timber, near the "Big Mound" in the American Bottoms, not far from Quentine Creek. The Quentine Village commenced to have an existance soon after. It extended along the creek west for several miles, and was at one time a handsome little village. Its inhabitants were mostly emigrants from Prairie du Pont.

In the year 1805 John T. Lusk emigrated from Kentucky and settled in Goshen. By this time Ridge Prairie had also many permanent settlers and was beginning to assume the character of a flourishing colony.

Shipping Route

About this time (1805) some efforts were made by farmers to ship their produce directly to market upon their own account. Several flatboats were constructed and laden with corn, cattle, hogs, etc., and sent down the river to New Orleans from the head of Big Island in Madison County. Some reached their destined port in safety, others were wrecked on the voyage for want of proper skill in the navigation of the river.

In 1806 the first surveys of United States lands into townships were made in the County. John Messenger was the first of the first surveyors. The Public lands in town 6, south range seven west, and county adjacent were surveyed by him as a subcontractor under Wm. Rector. But from the list of surveys furnished us by F. H. Mosberger, United States Recorder of St. Louis, the earliest survey of this County was the South boundary of township 3-8. December 1807; the next were East boundry 3-8; South and East of 4-8; South boundary 5-8; and South and East of 4-9. In January 1808 by John Messenger and J. M. Moore.

(This material was reprinted from the Gazetteer of Madison County written and puolished by John T. Hair in 1866 from Pages 38-41.)

Eliphalet Green, who shot and killed a fellow employe during a dispute, was the first man to be publicly executed in Madison County.

After the organization of the county in 1812, Samual Judy was the first representative in the Territorial Legislature. William Jones was the second.

Early-Day Story Told Of Godfrey

James T. Hair, in his Gazeteer of Madison County, published in 1866, in describing Godfrey, said the extreme northwestern township in Madison County was generally known as Monticello, though the only post office in the township was called Godfrey, in honor of Capt. Benjamin Godfrey, former sea captain who founded the girls' school of that name. Godfrey is believed to have named the school and the area for the home of President Thomas Jefferson in Monticello, Virginia. But the settlement and the township today bear the name of Capt. Godfrey.

Benjamin Godfrey was a business man and capitalist. It was in Godfrey & Gilman's warehouse, on the then W. 2nd Street that Elijah P. Lovejoy took refuge on the night of Nov. 7, 1837, and it was there the editor-preacher, when he went outside to placate the mob, was shot to death.

About the township named for Capt. Godfrey, Hair's historical work said:

36 Sections of Land

"The extreme northwestern township of Madison County is generally known as Monticello, though the only post office within it is called Godfrey, in honor of one of its earliest settlers and wealthiest citizens. The township embraces 36 sections of land though in reality its area is but little in excess of 30 square miles, as the north tier of sections is cut diagonally by the line dividing Madison from Jersey and Macoupin Counties, and the southwestern sections are encroached upon by the Mississippi River.

"A small portion of the northwestern section is prairie, while the remainder of the township is, or was, originally, heavily timbered. The township is well watered by a number of small streams, none of which are considered of sufficient importance to be dignified with a name, with the exception of Piasa, running through the western section and the Coal Branch, in the southwestern portion.

"Its principal agricultural products are corn, wheat and hay, the latter being almost the only crop grown upon the prairie lands. Very many of the inhabitants, however, have turned their attention to the raising of fruit for the Chicago and St. Louis markets, and large quantities of apples, peaches, pears and smaller fruits are annually shipped to those cities. The bluff lands along the Mississippi, some 200 feet above the water, has been peculariy adapted to this purpose, and are rapidly being transformed into orchards and vinyards. The soil is light and porous, inducing an easy and rapid growth, while the vast body of water in the river has a very marked effect in reducing the temperature during the severe weather of winter.

'In the southwestern portion of the township are numerous and extensive coal mines, which for many years have supplied Alton and the surrounding country, and which are still operated with equal profit to owner and lessee.

Two Flour Mills

"There are two flouring mills, the largest of which is capable of manufacturing 150 barrels of flour per day. The other is of smaller dimensions and is principally engaged in grinding for the neighborhood. In Godfrey proper, the village, there are three stores, and in the township outside of the village, three more.

"In the extreme southwestern corner of the township is a small settlement called Clifton. It consists of a few houses inhabited by fishermen and wood choppers, with occasionally other temporary sojourners. It is, however, comparatively an old place, having been settled something like 35 years and was once intended for a town.

"The first settlement in the township was made in 1824 on the east side of what was known for many years as "Scarritt's Prairie," and the first ground broken was by Nathan Scarritt. The first cabin built and occupied was by Joseph Reynolds, who some years later removed and sold to Samuel Delaplain, whose son, Benjamin Delaplain, still resides on the old farm.

"Soon after there came Henry P. Rundle, Simon Peter, James Dodson, Hail Mason, Joel Finch, Zebedee Chapman, Ezra Silman, Rowland Ingham, Oscar Ingham and others—all on the east side of the prairie. Following them on the same side were: John Peter, George Smith, John Mason, Zebedee Brown, James Meldrum, Richard Blackburn, Henry Wagoner, Samuel Wagoner, Joseph Whyers, David Root and others.

First Settlement

"The first settlement on the west side was by Josiah Randle in 1830 followed in 1831-32 by Judge Webb, and Capt. Reiley. After these came Capt. B. Godfrey, B. I. Gilman, John Pattison, Aaron P. Mason, A. W. Corey, Henry Caswell, Stout Howell, Henry Howell, Father Chamberlain, Timothy Turner, James Hamilton, William Squires and others filling up the west side very rapidly, particularly after the commencement of Monticello Seminary, which was occupied in 1838.

"About 1827, John Tollman, Samuel Thurston and others settled in the southwest corner of the township on the river at Clifton and soon after this Joel D. Spaulding, D. A. Spaulding, Henry Spaulding, Moses B. Walker, a Mr. Copley, a Mr. Buckley, Parker Delaplain and others settled on the high ground between Clifton and Monticello."

Upper Alton Brought 3,000 Into Alton

Upper Alton had a population of 3,000 when it was annexed to the City of Alton in 1911.

This was almost double the population of the village 30 years before. In 1880, the Village of Upper Alton had a population of 1,535. In 1890, the number of inhabitants was 1,803. The number had increased to 2,273 in 1900. In 1910, the population was 2,918.

Upper Alton was an old village when it voted to become a part of the City of Alton. It had begun early in the 19th Century. Also there had been a village of Salu, which dated back to the early 1800s. Upper Alton once was called Alton; the other Alton then was called Lower Alton. Then, Upper Alton the village, and Alton the city carried on into 1911.

Upper Alton was long known as a colony for artists. One of its sons who became famous was Paul Harney. Eugene Cox and his brother, too, achieved celebrity. Upper Alton had Shurtleff College and Western Military Academy and many churches.

The village had no saloons, in deference to the wishes of educators and church goers. Not until after repeal of Prohibition did a liquor dispensary open in Upper Alton. Location of a liquor-dispensing store still is restricted because of the educational institution that once was historic Shurtleff College and now is Southern Illinois University.

Members of the Upper Alton Village Board of Trustees at time of annexation were: S. G. B. Crawford, president (later many-times candidate for mayor of Alton who was elected for one term); Prof. J. D. Pace, George Fielden, John Marshall, Arthur Wightman and Dr. L. J. Yerkes.

Lincoln Lost County in 1864 Vote

President Abraham Lincoln failed to carry Madison County in 1864 in his campaign to re-election to the presidency.

The North was waging—successfully, then — the Civil War.

Many of the Democrats were in the seceded and warring South, the party in the North hadn't completely recovered from the Democratic split of 1860, yet Gen. George McClellan carried the county over the eloquent Lincoln.

Even with an Illinoisan, Lincoln, heading the ticket, Madison County, which in the past had voted Whig, apparently was unwilling to accept the new Republican party. Illinois was an anti-slavery state, and Madison County men fought bravely and in large numbers for the Union in the War Between the States —yet Mr. Lincoln lost the county by 131 votes. The vote in 1864 was:

McClellan, D., 3,287.
Lincoln, R., 3,156.

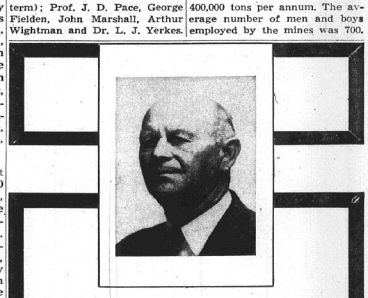
Lincoln barely had carried Madison County in 1860, although the Democrats were split, and a fourth party, Constitutional American, was in the field.

Lincoln received 61 more than Sen. Stephen A. Douglas, Democrat. John C. Breckinridge, candidate of Southern Democrats who bolted from Sen. Douglas, polled 21. Bell, Constitutional American party, was given 178 votes.

Lincoln thus was a "minority" winner in the county, since he failed to receive a majority of the votes cast.

The vote in 1860:
Lincoln, R.....3,161.
Douglas, D.....3,100.
Breckinridge, D.....21.
Bell, CA....178.

In 1873 the total production of coal in the county was about 400,000 tons per annum. The average number of men and boys employed by the mines was 700.



CONGRATULATIONS TO MADISON COUNTY ON 150 YEARS OF PROGRESS . . .

Let's continue stepping forward with a REPUBLICAN TREASURER!

*John F. Webber

Republican Candidate for County Treasurer
MADISON COUNTY *Lifelong resident.

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ROSEWOOD HEIGHTS

DAUER & MORRIS
Tom●Boy Market
201 CENTRAL
ROXANA

JERMAN'S MARKET
819 DELMAR
HARTFORD

SILVER RIDGE
Tom●Boy Market
636 BROADWAY
EAST ALTON

BROWNIE'S
Tom●Boy Market
4 W. McARTHUR
COTTAGE HILLS

REID'S MARKET
HIGHWAY 140
MEADOWBROOK

MICHEL BROS.
Tom●Boy Market
2200 EDISON
GRANITE CITY

VIVIANO'S
Tom●Boy Market
206 VANDALIA AVE.
COLLINSVILLE

KINNE'S
Tom●Boy Market
HIGHLAND,
ILL.

Best Wishes for Continued Progress in Madison County

Local 3643 United Steelworkers of America

The hourly paid production and maintenance employees of Laclede Steel Company voted in early 1945 to be represented by the United Steelworkers of America.

A charter was issued by the United Steelworkers of America in August, 1945, officially designating the Local Union as an affiliate Local Union No. 3643. There have been six Presidents of the Local Union since its inception. The first President elected was Mr. Guy Woolridge; then Mr. Maurice Wadsworth, Mr. Edward Boyer, Mr. Gregory Flynn, Mr. Orville Pollard, and the present holder of that office, Mr. Buddy Davis. All but Mr. Wadsworth are still members of Local 3643.

Compared to other Unions, Local 3643 is a young Union, having been in existence for only 17 years. The stature, achievements, and sense of community responsibility however, speaks well for the members of this Union.

The members of Local 3643 boast with pride at their remarkable progress in supporting the Red Cross Bloodmobile. They have for several years been considered the leaders in the community for blood donations. The Union has played an active part in the establishment of the SIU Campus in Edwardsville, the Hospital improvement fund drive in Alton, the Alton Y.M.C.A. drive, and many other projects of interest to the community. The Local Union was active in the formation of the Unted Fund in the Alton-Wood River Area and has taken an active interest in the political affairs in Madison County and the Alton-Wood River Area.

The Local Union owns a fine building in Alton, built in 1958. This building has been used by many groups in Alton for wedding receptions, Bloodmobiles, Church Services, Community meetings, Union meetings, etc.

The membership of Local 3643 has grown many times over, to a strength of about 2700 members today. As a result of the expanding membership and many activities of the Union, the membership voted to place the Local Union President on full time for the Union in 1956.

The members of Local 3643 have raised their living standards and improved their working conditions at Laclede Steel throughout the years. This has been accomplished without any stoppages of work during the entire history of the Local Union.

Local 3643 United Steelworkers of America is proud of its achievements and glad to be a part of the Madison County Sesquicentennial Celebration. Best wishes for continued progress in Madison County:

LOCAL 3643 EXECUTIVE BOARD

President ..... Buddy W. Davis
Vice President ..... Charles W. Rogers
Recording Secretary ..... Thomas Campbell
Financial Secretary ..... Cletus Keene
Treasurer ..... Robert McGlasson
Grievance Committee ..... William W. Smith
Grievance Committee ..... Cletus Bedwell
Grievance Committee ..... Howard Bilbruck



TELLS STORY — Pete Gillig, an employe of the Edwardsville Intelligencer, tells Elaine Alberter, sesquicentennial reporter, an eye witness account of the last hanging in Madison County in April, 1926. (Intelligencer Photo)

Last Hanging in County Fulfilled Man's Promise

"I'll kill any man that you marry," Emil Fricker, wealthy dairy "baron" told half-orphaned Minnie Schlicht whom he hired when she was 15 years old.

This promise was fulfilled twice and Fricker was "hanged by the neck until dead" on April 16, 1926 for the second murdered man and became the last man who was hung in Madison County.

A month after Minnie married John Kehrli, 24, on April 13, 1920, he was found dead on the Fricker farm. Both Minnie and John worked for Fricker. His body was found in a field on May 10, 1920 and at that time was ruled a suicide.

Continuing to work on the "baron's" dairy farm, Minnie Kehrli remarried and she and her husband, John Nungesser, moved to their own farm.

Not quite two years after their marriage, on Sept. 15, 1924, Nungesser was found riddled with twelve bullets on a country road near Highland, Illinois.

Murder!

The community was shocked beyond belief. A thorough and intensive investigation revealed that Emil Fricker had kept his promise to his hired girl made a few years before.

Fricker's trial for the murder of Nungesser was postponed several times. In one incident a change of venue was asked because his lawyers felt he could not receive a fair trial due to newspaper articles. Another postponement came when Mrs. Minnie Nungesser gave birth to a child on Jan. 14, 1925. She was to be one of the prosecution's chief witnesses.

Tried for both murders, Fricker received a life sentence for the first one and was condemned to hang for the murder of John Nungesser.

"Pete" (Clarence) Gillig, an employe of the Intelligencer, tells the story of the hanging.

"We could hear the carpenters working on the scaffold while we were in school at the Columbus building. Every night on our way home we boys took a shortcut in back of the jail to see the scaffold going up next to Fricker's cell where the juvenile quarters are now. He could watch them build it out of his cell window.

"I played hookie that day with some other fifth grade boys. People were on the roofs of the pool hall, fruit store, and other buildings around the jail.

"We climbed up on the wooden fence — ducked when someone came by, then climbed right back up again. I don't know why the officers let us kids get by, unless they just didn't pay any attention to us. Of course, people on the roofs were on their own property and deputies couldn't tell them to leave.

"I remember it was a gloomy day—looked like it was going to rain, but it never did. The sheriff, it was Edward Deimling then, and a deputy brought the murderer out of the jail while another deputy followed. They didn't guard Fricker with guns, just walked him out.

"He went up the steps slowly and after they blindfolded him he swayed a little, but didn't say a word. Emil Fricker was a big man—stood about 6'5" and must have weighed 200 pounds. His face was long but not lean, he had real dark hair, and wore a suit.

"The hangman, a man by the name of Hanna, wasn't from Edwardsville but Epworth (White County) Illinois, I believe. Hanna put the noose around Fricker's neck—tied the knot in the back of his neck — and then tripped the hatch switch.

"And the bottom of the scaffold was a canvas and Doctors E. Wahl, H. E. Wharff and J. R. Sutter of Edwardsville went under. The wagon that carried him away was near the scaffold and I know he could see it as he went up the steps.

Pete, only ten at the time, couldn't sleep for several nights after the hanging. "It seemed strange to see a man walk up those steps alive and minutes later see a body loaded onto a wagon," meditates Pete. "But then —he did it to two other men, they said."

Ninian Edwards Rose to Heights Of Governorship

Ninian Edwards, one of fourteen children of the Benjamin Edwards family originally of Maryland, was the first and only territorial governor of Illinois.

When the State of Illinois was created, the lawyer-politician was elected a senator.

Before his appointment as governor by President Madison, Ninian Edwards had been attorney general of Kentucky and by 28 became the Chief Justice of the high court of appeals in that state.

Edwards was also the third governor of the State of Illinois.

Candidates for offices at this time campaigned by dressing and acting as their constituents, who were often crude and unschooled. They would dress in old clothes, not shave, and participate in wild play so that they would not appear to be "above" the voters or unrepresentative of their interests: Edwards, however, spoke to Illinolans "with pomp and in a style of diffuse and florid eloquence" while living and dressing as he always did. He thus gained the title of governor, and his entire life was an office holder.

When he went before the General Assembly to give his inaugral speech, he wore a gold lace cloak. Opponents called him an aristocrat. Illinois Gov. Thomas Ford described Edwards as "a large, well - made man, with a noble, princely appearance, which was a circumstance greatly in his favor as governor over a rude people, of whom it may be said the animal greatly predominated over the intellectual man."

Ninian, like his brother Cyrus and Benjamin, had special interest in public education. During his term of governor the first attempts to raise money by taxation for the establishment of public schools were made. Also, Rock Spring Academy, to later become Shurtleff, McKendree College at Lebanon and Illinois College at Jacksonville were established.

Exemplary of his great concern for an educated people is the fact that 50 lots for the support of a free school were set aside in Upper Alton when the town was laid out. His brother, Cyrus, was one of the original trustees of Alton Seminary and an important force in its transition to Shurtleff College, now part of Southern Illinois University.

A second brother, Benjamin, who practiced medicine in Alton, Edwardsville and everywhere in between, aided in getting Shurtleff established.

Three years after the death of Ninian Edwards a large tract of land in Upper Alton was conveyed to the Trustees of Shurtleff by his executor.

Gov. Edwards' own education included a select school in Maryland, private tutors and Dickenson College in Carlise, Penn. While studying law, this man also become acquainted with medicine. He had become so well versed in history in earlier education that he was excused from the great amount required for law then; and used this spare time for medicine. He never actually practiced it although he did consult at times without charge.

A close friendship grew between Ninian and a Maryland schoolmate, William Wirt, which lasted their lifetime. Wirt for a while was tutor to Edwards although he was only two years older. Along with Henry Clay, Lawyer Wirt, prosecuting attorney in the Aaron Burr trial, influenced the president for Edwards' appointment as Territorial Governor.

At nineteen young Edwards became a prodigal son. His father gave him money to buy land and develop estates in the opening westlands. With his first freedom he ended up gambling, drinking and squandering his money until he was about 22. Yet, during this time he was elected representative of Nelson County, Kentucky.

President Monroe appointed Edwards, Minister to Mexico, two years before he ran for the state governorship. He had resigned the Senate and was preparing to leave when a controversy with Secretary of the Treasury William H. Crawford, occurred over disposition of public funds in an Edwardsville bank which had defaulted to the government. He declined the mission to clear his name and did so.

At the age of 55 the "aristocrat" retired as governor and traveled to Belleville where he had moved from Edwardsville. There he died of cholera four years later and was laid in state at the Belleville Courthouse. Rev. John Mason Peck, founder of Shurtleff College, in closing his eulogy and address called him the "Father of Illinois."

County Sanatorium Was And Is Still "On the Job"

World War II raged on in 1944 and mechanics, lawyers and farmers alike went to the aid of their country.

The Army induction of an assistant physician and a janitor at the Madison County Tuberculosis Sanitorium plus scarcity of other personnel because of war jobs led to a "critical situation." "These are trying times on the home front as well as the battle front . . . ." reported Superintendent J. T. Maken, MD, stating this complaint was common to all institutions of this type.

Patients in 1962 still fight the disease with rest, new drugs, and sometimes surgery. The obvious reduction of patients is "perhaps the most significant change" and is "very encouraging especially considering our rapid population growth. We hope that it is not just a temporary change and that the trend will continue downward," commented the late Dr. Paul Vernon.

Patients, who have their own mimeographed newspaper, view the decline in this light: "Just when we think our paper has a couple of new reporters, we learn they are being discharged the first of next month. Seems everybody who starts working on this paper gets discharged. Anybody wanna go home?"

Aged from 1 to 90, patients realize tuberculosis is a longterm, chronic disease, and as such they must take their minds off themselves a week with a popular movie, selves to encourage effective treatment. A second Wildey Theater is set up once a week with a popular movie, cartoon, and intermission with popcorn, coffee and candy bars to boot. Barbecues, strawberry festivals, smorgasbord and fish frys provide gay times for teenagers and their elders. Playing bingo (legal), painting, quilting, and doing leathercraft are more subdued entertainment while "live" entertainment oft times is presented by orchestras, veteran service and fraternal organizations.

Because "TB" is arrested but never cured, victims frequently change occupations to prevent relapse. Rehabilitation through the help of the Madison County Sanitorium helped one patient to a civil service position in Washington, D. C., transferring to Europe. Having schooling only to the fourth grade, a victim deft in art is now a watch maker.

Life doesn't halt but merely slows down to a restful pace for residents. Wedding showers, baby showers, and birthday parties are social events in the brick community. Condition of other patients effects everyone for like college dorm friends who live together day after day, they become conscious of each others' families and problems.

Tuberculosis never lets up. The drugs may knock the germs out but they are not dead, and are always ready to spring into action given the suitable opportunity. Except for modern present-day drug treatment and surgery, the fundamental overall principles in the management of tubeculosis have not changed a great deal over the past few decades. What was true fifty years ago regarding rest, diet, special sanatorium care, etc., is still true today. However, the sanitorium has imporved its operating efficiency since an improvement "campaign" was undertaken in 1954. New sterilizing unit, X-ray and developing equipment (which replaced the original) laboratory, and nurses' stations on each floor are among these improvements.

Tuberculosis is never cured, but arrested. There is no dependable vaccine for the prevention of "TB", but new drugs, such as isoniazid, have been great developments in the arrestment of the disease. There has been a change in the type of victim also. Today the majority of victims are men past 50. This shift from women to men, and from young adults to older ages, creates new "TB" problems, and different social and economic problems since it is a social disease and communicable as a cold.

Three high school students — two sophomores and one senior — were discovered to have active "TB" in the 1959 high school testing. Begun with only seniors in 1941, the testing program now includes all high school students and employes. From 1952 to 1955, 10 per cent of these tests showed positive. This has climbed to 16.2 per cent in recent years.

Known in early days as consummation victims and considered incureable, a present patient writes, "I have been treated with every respect as an individual with a problem of Tuberculosis. I might add the treatment included those of emotions and understanding of a family, which in some cases are forgotten . . . ."

A local beauty operator donates time once a month and a cosmotologist once a year; social security, vocational rehabilitation and veteran personnel work to gain benefits for families whose supporter lies in bed, or for example, the family of thirteen children with both parents in the sanatorium.

Seventy-three employes, not immune, work helping their patients nevertheless — laundry, ironing and dental work as well as medical treatment.

Lincoln Lost in '56 But Triumphed Later

An election victory in 1856 for a U. S. Senator who later lived in Alton and the resulting defeat of Abraham Lincoln in that election paved the way for Lincoln's nomination for the presidency in 1860.

In the 1856 election, Lincoln was the Whig candidate, James Shields for the pro-slavery Democrats, and Lyman J. Trumbull of Alton, for the Anti-Nebraska Democrats. Neither candidate had a majority.

In order to keep a pro-slavery man out of office, Lincoln advised his supporters in the State Legislature to vote for Trumbull, therefore giving him the majority.

Had Lincoln been elected, the debates between Lincoln and Douglas would never have taken place. Those debates gave Lincoln national prominence and resulted in his presidential nomination in 1860. An unforseen incident thus changed the course of history.

The house in which Trumbull lived still stands on the corner of Union and Henry Streets in Alton.

The delegates from Madison County to the Constitutional Convention of 1847, were Cyrus Edwards, Benaiah Tobinson, E. M. West, and George T. Brown.



1903 FLOOD WATERS swamped much of the Quad-Cities as the Mississippi River overflowed. Hundreds were forced to flee to higher levels and business firms suffered heavy losses. Here, the porch roof of the old William Jenkins Grocery became a refuge while the store itself was inundated.

Lewis-Clark Train at Wood River

By IRVING DILLIARD

We are back in 1803

We have turned back not only the clock but many calendars 150 years — a century and a half.

It is the same golden month of October. The sun is warm after a cool night for there has been a frost. The leaves are shifting down to make a winter carpet in the wilderness. We meet here—not quite so many of us—for this is a rough trail through the timber. A pile of stones holdsup a limb cut from one of the trees. It points to the west. We agree that it must be the way and so we proceed to the point where Riviere Du Bois — River of the Wood—flows into the mighty Mississippi. (Actually we would have come in a boat on the river since the rivers were the highways of that time.)

Wood River Camp

There, at the confluence of the small stream and the great Father of Waters, we report to the Lewis and Clark camp for we are to join the party of explorers which they are recruiting. Axes ring out in the forest as logs are cut for the cabins which will shelter the men through the coming winter months.

We meet William Clark, now 33 years old, younger brother of George Rogers Clark, hero of Kaskaskia and Vincennes. The forceful Virginian has red hair, like his celebrated brother, and family tradition is that every Clark who inherits red hair will be a person of vitality and accomplishment. We also meet his associate, actually the commander, Meriwether Lewis, also a Virginian who is only 29 years old. They show us the commission they have from President Thomas Jefferson to explore that vast, uncharted Louisiana Territory purchased in April for $11,250,000 from France. But though the transfer had been formalized in a treaty, problems remained. Some of the conservatives of the day said the purchase was unconstitutional. Others said Napoleon's sale would never be ratified by the French Parliament. And so the camp is built on the east side of the river (in the Illinois territory where the authority of the new United States is accepted by all). Here the expedition party can prepare itself without danger of embarrassment such as might come on the Missouri side of the river.

Spring Comes

There is good game on every hand — turkey and deer, rabbit and squirrel. We do not lack for meat in the long winter months. The time passes quickly as wild and rough recruits are whipped into shape. The boats are built. The party is drilled for there must be military discipline and precision. Each man must know woodcraft. He must be skilled with a gun. He must know what to do in case of an accident. He must know as much as possible in advance about Indians and their customs and speech. And so October gives way to November and December. January and February yield to March and April and finally May of 1804.

Flag Raised

The wilderness is white with bloodroot and the shad are running in the streams when it comes time to break camp and set out on the great venture. But before the boats are steered out up the Missouri one ceremony remains. On May 9 the entire expeditionary force stands at attention in St. Louis, the first Spanish post in Louisiana. Major Amos Stoddard has crossed over from Cahokia, seat of authority in Illinois. The gold and scarlet flag of Spain flutters in the May breeze. Then it crumples as it begins to come down. The flag of France goes up to symbolize for a moment the authority which has transferred the Louisianan territory to the United States. It flaps at the top of the pole and then it too comes down. Then the men of Lewis and Clark raise their arms in salute and the Stars and Stripes (fewer than 20 stars) rises majestically to the top of the standard. It stays there. It does not come down. The vast west known as Louisiana belongs to the United States.

Five days later the "Corps of Discovery" is lined up for the last time at the Wood River camp.

Completes Mission

Through the summer and fall the party ascended to the Mandan villages in North Dakota. There it wintered. The next spring it pushed on in canoes and keelboats, with the help of sixteen-year-old Sacajawea, the Bird Woman, as guide.

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Fighting, Reconstruction, Fighting, Great Eras of County in America's Wars

By ELAINE ALBERTER
Of The Intelligencer

President Lincoln sent out the call for the blue-clad troops to suppress the rebellious South.

The steamer "City of Alton" a few nights later, secretly stole across the Mississippi to Missouri, the split state, the state harboring both Blue and Gray. Scattered figures darted from the steamer onto the St. Louis wharf, and, as the steamer hit the Illinois side again at 5 that morning, Captain Stokers pulled "like crazy" on his fire bell. Men flew down to the river at the sound that signaled flaming disaster. They found the "City of Alton" heaped with military supplies stolen from the St. Louis arsenal. To prevent them from falling into the hands of pro-Confederate Gov. Jackson of Missouri, willing arms loaded the freight onto railroad cars heading for Springfield.

Early Illinois regiments were equipped by this daring Madison County episode.

The Blue-The Gray

Rebel officers retaliated with defiance by crossing over the boundary of water from Missouri and drilling recruits along the banks under the famous Piasa Bird. The painting with horns like a deer, tail like a fish, red eyes, and face like a man's that startled Marquette and Joliet as they first set eyes on the country of Madison County. The fiery Confederate recruits tramped along the bluffs under the shadow of the Alton penitentiary turned into a Union military prison.

In Edwardsville the crack Madison Guard Company was hurt. Capt. Joseph H. Sloss, the efficient Southern gentleman with Southern sympathies, abandoned his law practice and Yankee friends for the Confederate Army

But Madison County volunteers bound up the gap, and found themselves larger in number than could be accepted. Seven companies drew up their ranks and only three were taken in Illinois regiments.

The Ladies' Loyal League, composed of grandmothers who had patched up their men from Indian skirmishes and daughters who had been born in settling the wilderness, worked to relieve sick and wounded soldiers.

Indian Training

Sons and daughters of the pioneers who had been united against the Indian nation were divided. Their parents and grandparents had built protection in Fort Russell against the Kickapoos and Potawatomies paid by the British for every scalp they took in the War of 1812. They had marched from Ft. Russell as Rangers against the Indians at Peoria, destroying two Kickapoo villages enroute and massacring the tribe endangering their own families. They marched protecting white settlers from being tricked by gestures of friendship from the Indians like William Price who was tomahawked while plowing as his son escaped through the corn field on horseback.

Time for Government

Sons and daughters of the pioneers who had traveled from the older states of Virginia, Kentucky, Pennsylvania, and continent of Europe to shape the political form of the "Illinois Territory" were divided. The 1809 territory included a county of Madison, named in honor of the fourth President of the United States and declared by Territorial Governor Ninian Edwards to stretch north to the Canadian border — a frontiers people whose first county seat of justice (1812) was Tom Kirkpatrick's crude log house on Cahokia Creek for the Court of Common Pleas, ruling authority until the county courts in 1815. Thomas Jefferson's blueprint of democratic county government incorporated in the Virginia statutes was only one of four other methods tried for administering the law before citizens in 1875 voted in favor of a Board of Supervisors and townships, a splendid mixture of New England's town administrative unit and the county system of the more western United States. So the whole became parts named Helvetia, Saline, Leef, New Douglas, St. Jacob, Nameoki, Alhambra, Olive, Jarvis, Pin Oak, Hamel Omphagent, Collinsville, Edwardsville, Ft. Russell, Moro, Chouteau, Wood River, Foster, Venice, Alton, Godfrey, Granite City and Marine.

But that was after the Civil War. After Lee bowed at Appomattox and Lincoln's Emancipation Proclamation became truth.

Prejudicial Wars

Much to the despair of Madison County, settlers often bypassed their country simply because of the moral mood repudiating slavery. "I like your land, but you won't let a man own niggers," said a man on his way to Missouri.

Lovejoy's murder by a wild, intoxicatingly enraged mob as he protected his newly ordered press in a storehouse, tells not all were against buying human beings in 1827. Lovejoy's anti-slavery newspaper around Southern sympathies even after a bitter campaign between forces over a convention to amend Illinois constitution in order to legalize slavery went in favor of the anti-slavery forces—13 years before. The "free staters" versus the pro-slave elements whipped up emotions, pen and ink, and blood.

A number of newspapers found birth in the 18 months before the bill was defeated in the legislature. They spread the intellectual commandments of their patrons trying to win converts. And, as time grew short and pressure increased, logic often yielded to emotions and personal threats. Theophilus W. Smith, slavery Senator from Madison County, in failing to "publicly cowhide" Warren Hooper, editor of anti-bondage **Edwardsville Spectator**, drew a dirk and Warren produced a pistol. A friend interceded before disaster made her mark on time.

However, the moral mood of the county was again demonstrated after the Lovejoy tragedy when a "slave catcher" from the South traced a young Negress, freed by her master, to Alton. Although in the wrong, the profiteer had legal backing in the Fugitive Slave Law and gained $1,200 for the girl's freedom from Altonians.

Spiritual Gap

After the states were united again physically, though spiritual bitterness remained, the bloody Black Hawk War was a memory of broken arrows for the two companies from Madison County, the LaTrappist Monks on the Mounds sworn to poverty and Jesuit priests dedicated to christianizing Indians had become foundations, Shurtleff College had grown out of its swaddling clothes, and the Sucker Mining Co. organized on gold fever in the rush to California had rushed out of Madison County history.

Absorbed in the reconstruction of a nation and rehabilitation of themselves, Americans saw mother and father countries in Europe turned into images of faraway places across the oceans and old country politics. The predominantly German and Swiss families of Madison County were integrated with the Irish, Bohemian and other sprinklings of escapees from the old world. Publication of German newspapers such as the **Madison County Bote, the Erachler, The Edwardsville Demokrat** and **The Varmarts** ceased.

America was a symbol of Utopia. America was a missionary with a manifest destiny. America went to the aid of mankind in WWI.

The government called. Money was needed from the people. From stamps to Liberty Bonds were offered and pushed. Emotions, pen and ink, and blood were whipped up. "Guns captured from Germans at the battle of the Marne and Champaign, French mortar guns, French machine guns, American-made munitions and cannon" formed part of an exhibition in the Third Liberty Loan campaign in this area. Children bought stamps with their allowances, and teachers of Madison County schools "made surprising reports when asked what their individual school had taken in either stamps or bonds."

World War I Comes

Thrift jingles emerged:
Mary had a little card
(Of savings stamps, you know)
And everywhere that Mary went
That card was sure to go.
And every time she earned some change
For doing well at school,
She'd save it for another stamp,
And soon her book was full.

When logic was overruled by emotion—fear—tragedy occurred. The "Salem witch hunt" of Stauton in 1918 hunted out pro-Germans. The mob went through the night to the homes of known sympathizers and made them kneel and kiss the American flag. If they had some musical talent the awakened hostages were told to play the Star Spangled Banner. A year earlier Maryville had had a flag kissing demonstration for proof of true Americanism.

When six Glen Carbon residents refused a deliberate invitation to take off their hats and sing the Star Spangled Banner (adding they would rather harmonize on Deutschland Ueber Alles) barren fists and an occasional well aimed bar chair took over.

In Pleasant Ridge a German minister asked the governor of Illinois for protection, for he and his family faced a daily threat of a mob.

World War II

Just three, very short decades later a State Council of Defense pamphlet screamed in bold type: "Volunteer farm labor wanted to save the wheat crop; 120 farms boys in the next draft June 24th, and no one to take their places; Businessmen, clerks, laborers, and all men not employed in useful occupation should help the farmer; You will get good wages and help your country."

In the December days following Pearl Harbor, Madison County citizens were active. The Board of Supervisors motioned to remove Christmas decorations or anything showing "Made in Japan" from public buildings and heard a plea for more Sheriff's cars to patrol the industrial areas of the county to protect them from sabotage.

The Red Cross opened a War Fund Drive on December 16 guided by heads of local organizations with a goal of $6,500, "solely for war relief." Marine was the first town to meet its quota with $250. "A day's pay from those who work for those who fight" rang the slogan.

Automobiles became a luxury. Tires were rationed and gas stamps were needed. Three hundred of the first stamps were sold in the first three hours at Edwardsville, and a rash of auto thefts and stripped autos alerted Madison countians to be on the look out even when they drove their cars to work.

Down to the minute things Madison County residents responded. In a reply to a call for spy-glasses, binoculars and telescopes, for the Navy, 13 were lent to detect enemy submarines to save Americans on troops ships on their way to the wars.

Korean Conflict

Then 5 years later United Nation's police action found the United States in battle again but seemingly not in as personal a war as had been the previous ones—except for those who sent sons, husbands and brothers abroad.

Newspapers flew banners almost daily about the conflict on a national level but the only local news of the action were the men recruited, the wounded and the dead.

In 1951, a letter sent to a Madison County mother from her son in prison camp was reprinted. The writing of the 22-year-old man "bore evidence of communist influence," but the boy had been thought missing in action so, reported his mother, "at least he's alive."

Futher Action

And then people thought the fighting was over. It was but only for a short spell. Such names as Vietnam, Laos and Berlin crept into the news and continues to do so.

Walk down any street in any community in Madison County and today, as 150 years ago, you will find young men in the uniform of their country, fighting for the very same things — the right to live in freedom in the manner in which they choose.

The men of Madison County have served their country well.

Alton Was Military Post in Civil War

During the Civil War Alton was a military post from the beginning of the year 1862 to the close of hostilities. The city was garrisoned at different times by the seventy-seventh Ohio; the tenth Kansas; the One - hundreth and sixty fourth Illinois; and the Thirty - seventh Iowa Infantry and the Fifteenth Regular Army.

The town of Confidence, no longer in existence, was in the southern part of Collinsville.

FLAGG AND GILLHAM FAMILIES

Names prominent in Madison County history include Flagg and Gillham.

The last Flagg to hold public office was Norman G. Flagg of Liberty Prairie. He served in the Illinois House of Representatives from 1909-1913, and later as state senator.

Flagg's grandfather, Gershom Flagg, came to Madison County in spring of 1818 from Orwell, Vt., and became one of the largest landholders in the county.

Gershom Flagg's son, Willard C. Flagg, was noted as founder of the Alton Horticultural Society in 1853, the oldest such organization in the state. The Yale graduate became active in the Republican Party on its organization in 1856. Flagg wrote numerous books on Illinois history, politics, and advocated the adoption of township government. He served in the legislature in the 26th and 27th assemblies and was on the Board of Trustees of Shurtleff College.

The Flagg and Gillham families are related by marriage. John Gillham came to Madison County in 1802. His grandson, Edward L. Gillham, married Miss Mary W. Flagg, daughter of Willard C. Flagg, in 1891.

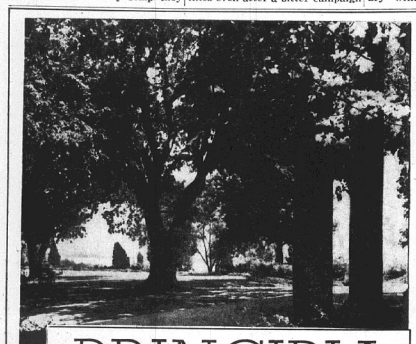
Edward's uncle, Gershom P. Gillham, was the grandfather of Mrs. Maude Day, wife of Mayor Philmer W. Day of Alton, and Mrs. Imo Schuricht of Alton. Other pioneer Gillhams were Thomas, father of John Gillham, who came to Madison County about 1800; William R. and Ryderus Clark. The late brother of Mrs. Day and Mrs. Schuricht was Gershom Gillham.

Josias Randle built and operated the first wheat grinding mill in Edwardsville.

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Principia College invites readers to an open house on the campus between two and five on Sunday, September 9.

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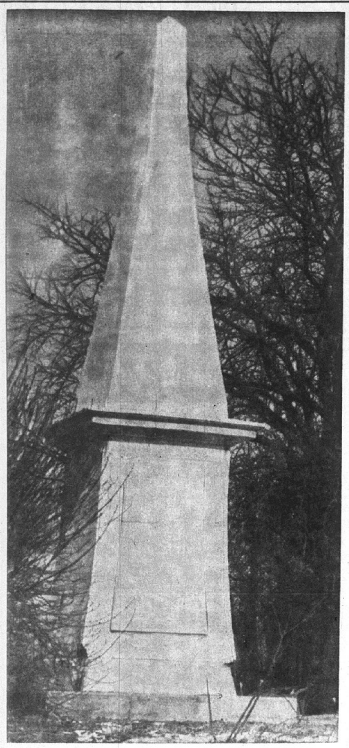
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MOORE MONUMENT—Relatives of the family killed in an Indian massacre in later years erected a monument to their kin which is located near the grounds of the Alton State Hospital. (Telegraph Photo)

Moore Massacre Bloody Event on Peaceful Day

Increasing hostility of the Indians towards settlers in Madison County caused strongholds and defenses of all types to be used for protection between 1795 to 1814.

In the Spring of 1814 things seemed quiet and the whites began gaining confidence and were more daring. For two years work in the field had been very limited, so they started returning home to resume the planting of crops.

Then occurred another and the greatest blow among the settlers, the Wood River massacre, the atrocious slaying of a defenseless woman and six children. It occurred during the late afternoon of Sunday, July 10, 1814. Some of the men of the settlement were on Ranger duty at the time and others in the settlement, including women and children, were attending a church service.

A number of accounts have been written of the Wood River Massacre. One by Captain Abel Moore published in the Alton Spectator is considered the most accurate. It follows:

At Wood River Fork

"This tragedy took place at the forks of Wood River, two miles east of Upper Alton. The victims were the wife and two children of Reason Reagan, two children of William Moore and my two brothers, William and Joel, sons of Abel Moore. At the beginning of the War of 1812 the citizens of the county who lived in exposed locations, sought refuge in the forts and blockhouses, but as no Indians made their appearance, and the Rangers were constantly on the alert scouting the country, they began to feel so secure that in the summer of 1812 they began returning to their farms and homes.

There were eight or ten families residing then in the forks of Wood River. The men were nearly all absent from home in the Ranger service. At the home of George Moore, on the east fork of Wood River, a blockhouse had been built to which the women and children could flee should danger be apprehended. The massacre occurred on a Sabbath afternoon. Mr. Reagan had gone two or three miles to church, leaving his wife and two children at the home of Abel Moore, about a mile from the Reagan home and half way between it and the blockhouse. About 4 o'clock in the afternoon Mrs. Reagan started home intending to return to Abel Moore's in a short time. She was accompanied by her two children, two of William Moore's and two of Abel Moore's. When it began to grow dark uneasiness was felt at the absence of the Moore children. William Moore came to his brother's and, not finding them there, passed on to Reagen's, while his wife started in a direct line, not following the road, for the same place.

First Dead Found

"William Moore came back with the startling intelligence that someone had been killed by the Indians. He had discovered a dead body lying on the ground, which, by reason of the darkness and his haste he had been unable to identify. The first thought was to find refuge in the blockhouse. Mr. Moore desired his brother's family to go directly by road to the blockhouse, while he would pass by his own house and take his family to the fort with him. The night was dark and the road passed through a heavy forest. The women and children chose to accompany William Moore, though the distance to the fort was thereby nearly doubled. The feelings of the party as they groped their way through the dark woods can be more easily imagined than described. Sorrow for the supposed loss of their relatives and children, was mingled with horror at the manner of their death and fear for their own safety. Silently they passed on till they came to the home of William Moore, when he exclaimed, as if relieved from strained apprehension, "Thank God, Polly is saved." The horse that his wife had ridden was standing at the gate. As they let down the bars I gained admission to the yard, when his wife came running out, exclaiming, "They are all killed by the Indians, I think!" The whole party hastily departed for the blockhouse.

"It will be remembered that Mrs. Moore and her husband had gone in search of the children by different routes. They did not meet on the way, or at the place of the massacre. Mrs. Moore, on horseback, carefully noted as she went every discernible object, till at length she saw a human figure lying near a log. There was not sufficient light to tell the size or sex of the person, and she called the name of her children, again and again, thinking it might be one of them asleep. At length she alighted from her horse and examined the object more closely. What must have been her sensations when she placed her hand on a naked corpse, and felt the quivering flesh from which the scalp had recently been torn. In the gloom she could see the figure of the little child of Mrs. Reagan, sitting so near the body of its mother that it sometimes leaned its head on one side and then on the other of its insensible mother. As Mrs. Moore leaned over the little one it said: "The black man raised his ax and cut them again." She saw no further, but filled with horror and alarm, she hastily remounted her horse and hurried home, where she heated water, intending to defend herself from the savage foe. The wounded child died the next day.

Little Rest Had

"There was little rest that night at the fort. The women and children of the neighborhood, with the few men who were not absent with the Rangers, crowded together, not knowing that at any time the Indians might begin an attack. Seven were missing, and their bodies lay mangled and bleeding within a mile of the fort in the dark forest. At three o'clock in the morning a messenger was dispatched with the tidings to Fort Russell. At dawn the scene of the tragedy was sought and the bodies collected for burial. They were all buried in the same grave, with boards laid on the bottom and above the bodies. There were no men to make coffins.

Pursue Indians

"The Indians had built a large fire and blazed the way to make the whites think there was a large party. The news soon spread and it was not long before George Whiteside and nine others gave pursuit. Among them were James Pruitt, Abraham Pruitt, James Starkden, William Montgomery, and Peter Waggoner.

The weather was extremely hot and some of their horses gave out entirely. Their order was to keep up the pursuit. It was on the evening of the second day that they came in sight of the Indians near the Sangamon River, on the diving ridge. There stood on the ridge, at that time, a lone cottonwood tree. Several of the Indians climbed this tree to look. They saw their pursuers from that tree. They separated and went in different directions, all making for the timber.

"When the whites came to the tree they, too, divided and pursued the Indians separately. James and Abraham Pruitt, taking the trail of an Indian, soon came in sight of him, and the former, having the fastest horse, soon came in range of him. He rode up to within 20 yards and shot him in the thigh. The Indian fell but managed to get to a fallen treetop. Abraham soon came up and they concluded to ride in on the Indian and finish him, which Abraham did by shooting and killing him where he lay. In this Indian's shot-pouch was found the scalp of Mrs. Reagan. The Indian tried to raise his gun to shoot but was too weak. His rifle is supposed to be in the Pruitt family yet. The place where the Indians were overtaken was near where Virden now stands. The remaining Indians hid in the timber and the drift of the creek. It was learned, afterward, at the Treaty of Galena, that only one Indian escaped.

"Mr. Solomon Pruitt, who was not in the pursuit, assisted in the burial of the victims. He hauled them on a small one-horse sled to the burying ground south of Bethalto. There were no wagons in those days. There a stone slab marks their resting place."

Monument Erected

On Sunday, Sept. 11, 1910, the grandchildren of Abel Moore dedicated a monument to the victims of the Wood River Massacre. It was erected on the old trail between the homes of Reason Reagan and Abel Moore. That location is now on the grounds of Alton State Hospital. A state historical marker stands on Highway 140 in front of the hospital.

Don A. Spaulding Was Early Surveyor

Don Alanzo Spaulding, Madison County surveyor from 1825 to 1834, was reported to have made more than 7,000 miles of original surveys during his career.

Spaulding came to Madison County in 1817 and was a prominent resident of Grafton Road. He was born in Castleton, Vt. Jan. 2, 1789 and was a teacher of mathematics before coming to Illinois.

He was with the U. S. Corps of Engineers in Illinois, Missouri, and Wisconsin, and three years in Florida. He married twice and had three children.

Madison County Nursing Home Serves Area Well

The Madison County Nursing Home has developed from the early "poor farm" designed to help paupers.

The orphans of Tolivar Wright, who died from wounds received while squelching an Indian uprising, following the "Wood River Massacre," were among the first paupers to be helped by the County Commissioners in December, 1813.

James Prichard is named in early county records as needing assistance. The Court of Common Pleas allowed George Richardson the sum of $40 for providing for Prichard from Dec. 22, 1815 to the same date the following year.

The first known official report on the county poor house was made by John H. Weir, poor house agent, on March 1, 1847. The report, covering a period of slightly over three years, shows a total of 83 men and 43 women cared for and all but one of them was sick.

In 1851, a hundred acres was bought for the Poor Farm, but was sold owing to fears that cost of producing crops would exceed their value. In 1848, 40 acres west of Edwardsville had been bought from Cassius Heskett, and three years later sold.

During the county court term of 1861-65 the grounds for the present county home were acquired and the first buildings erected. Funds were obtained under the acts of congress which permitted the sale of swamp land to provide the cash. The sale of the lands realized $5,418.30.

The last extensive improvement before 1937 was the addition of the hospital portion. In 1961 the county home was extensively remodeled and capacity increased from 60 to 76.

In the 1940's there seemed to be numerous troubles. In December, 1939, 118 patients were listed.

Reports indicated that the "tin roof in the addition and dining room room is full of small holes" and it was necessary to move out some of the beds.

In 1941 it was suggested that a new county home and courthouse be built since maintenance of the old buildings was a burden. But later, an inspection proved they were "in fairly good condition, and because of the scarcity of material due to conditions of the country today, it is not feasible."

After the Grand Jury made a tour of the home in 1944. They said it was "in a most unsanitary condition." They recommended immediate action be taken to improve conditions and suggested the cracked and worn dishes be replaced, the milk be kept in covered containers, the interior be repainted, and the patients strictly supervised to bathing be regular.

During the same year the boiler had unexpectedly gone "completely to pieces" and fires had to be started in the fire places to keep patients warm.

The Grand Jury found the home clean and sanitary after another visit in April, 1945, and commended the managing officials.

A new kitchen was finished in the improvement program and the supervisor at that time told the Board of Supervisors, "I want to thank you all for the cooperation given to me. We have the kitchen finished now and are very proud of it and it is something Madison County can be proud of."

In December, 1949, it was reported "the folks really enjoy and appreciate the TV."

Fifty-nine patients stayed in the nursing home, July, 1962, under the care of Mary Ann Hess, supervisor, and the nurses.

In addition to TV, patients are entertained by Coral Ladies which are made up of volunteers. Weaving and other crafts and entertainment are provided. Coral Ladies also aid in various other duties.

Madison County Nursing Home has come a long way from the Poor Farm as envisioned by the unenlightened people of eras gone by. The "pauper" taint has long left those entering the home and an air of respect and still purpose in living has taken its place — thanks much to the present administration of the Home.

Troy Made Up of Several Divisions

In 1873, a description of Troy was printed as follows:

TROY, located in Township 3, Range 7, is one of the earliest settled towns of the county.

The land upon which the town (or a portion of it) was afterwards built, was entered by John Jarvis, on the 10th of September, 1814. The date of entry does not of course indicate the first occupation and improvement. A number of farms in the vicinity of Troy were occupied and improved long prior to 1814, but the general government had not brought them into market.

The central portion of the present town of Troy was known by the name of Columbia in 1818. The latter place at that time contained a horse grist-mill, owned by Mr. Jarvis, a dry goods store, kept by Stephen Dewey, and a taven, kept by Joseph Eberman, and a very few dwelling houses.

About the year 1819, James Riggin and David Hendershott bought the town site, comprising about ten acres, and gave it the name of Troy. The former lived in the village at the time and the latter in the country. Harry Riggin, James Riggin, G. W. Kerr, and Calvin McCroy, were among those who sold goods in Troy in those early days.

About the year 1836, Joseph Caldwell, Esq., laid out the town of Mechanicsburg, on the east half of the northwest quarter of Section 9, Township 3, Range 7, which was subsequently merged into the town of Troy.

Emerson's Brother First Alton Doctor

The first practicing physician in Alton was Dr. William S. Emerson, brother of the famed Ralph Waldo Emerson. Dr. Emerson began his Alton practice in 1831. Peck's Gazetteer described him as "a good physician, and admired for his kindness and gentlemanly demeanor to all." Emerson served as a member of the "Town Board of Trustees" from 1834 to 1836. Unitarian services were often held in his office. He died in Alton in September, 1837 at the age of 35.

Capt. Godfrey Was Survivor Of Shipwreck

A shipwreck off the coast of Brazos Santiago early in the 1800's almost ended the life of the founder of Godfrey and Monticello College before he even came to this territory.

Capt. Benjamin Godfrey, while sailing in the Caribbean Sea shortly after the War of 1812, was shipwrecked on a voyage from Baltimore, Md., to the West Indies and lost nearly all his property and came "very near to losing his life."

Godfrey was born in Chatham, Mass., May 20, 1794, and from the time he was 9 years old was connected with seafaring through his father, Knowles Godfrey. He was in the American Naval service during the War of 1812 and was made commander of several voyages on a merchant ship to many parts of the world, including Spain and Italy.

After his shipwreck, he set up a mercantile business in Matamoras in the West Indies, later moving his operation to New Orleans.

In 1832 he moved his family to Alton where he took an important part in the early development of Alton and surrounding area.

He founded Monticello College, then known as the Monticello Female Seminary. Through his association in the firm of Godfrey & Gilman, with W. S. Gilman, Godfrey purchased large tracts of land in the vicinity. At his death in 1862 he was said to have owned more than 4,000 acres. He donated large parts of his land holdings for community projects, including the large Monticello tract which he gave to Godfrey township. He led in the building of the church at Third and Market Streets more than a century ago which served several denominations. At that corner the present St. Paul's Episcopal Church now stands today.

Among his other enterprises, he was the builder of the St. Louis, Alton & Chicago Railroad.

Six tons of powder exploded a few rods from the Alton penitentiary on the night of June 20, 1840 and caused between $30,000 and $40,000 worth of damage.

Alton Physician Is Oldest in the County

Dr. J. Mather Pfeiffenberger Sr. has been practicing medicine for sixty years.

Dr. Pfeiffenberger of Alton graduated from St. Louis Medical School, a department of Washington University and interned at St. Luke's Hospital, receiving his degree in 1902.

After practicing in several places he returned to Alton in 1908. Surgery then was rather uncommon. Many patients feared "the knife", but Dr. Pfeiffenberger expanded the practice of surgery in Alton.

In Alton he headed the Alton Medical Society in 1910,was president of the Madison County Society in 1913. He was chief of staff at St. Joseph's in 1927, and staff chief at Memorial Hospital in 1939, among other high offices.

In February, 1955, Dr. Pfeiffenberger was sent to Germany as a guest of that nation to visit hospitals in medical schools. In his survey in Germany, he represented the AMA.

In 1961, he was named a member of the Beaumont Memorial Committee of the St. Louis Medical Society.

During World War I he entered the Army Medical Corps and served with the rank of Captain. On his return home, he was elected Chaplain and second commander of the Alton Post of the American Legion.

In 1915 Dr. Pfeiffenberger married Miss Hortense Rodgers. They became the parents of seven children of whom six are still living: Dr. Mather Pfeiffenberger Jr., Alton; Andrew R. Pfeiffenberger of Chicago; Lucas, of Alpena, Mich.; Dr. Franklin Pfeiffenberger, St. Louis; Mrs. Carlyle A. Luer, of Sarasota, Fla., wife of a physician, and Mrs. Robert Anschuetz, Alton, wife of the Alton surgeon. The Pfeiffenbergers also have 20 grandchildren.

How Bethalto Got Its Name

Bethalto was originally called Bethel, after the first church located in that section, but when the post office was established it was necessary to change the name because another Illinois town was already called Bethel. Brink's history claims that the name of Bethalto was created from two names, Bethel and Alton. W. T. Norton's history mentions another version. The name is formed from two words, Bethel, meaning place of worship, and the Latin word altus, high. The combination means "place of high worship."

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Jails Integral Part of Life in Madison County

A building of logs lined with planks except for an earthen floor.

The judges of the county court stated that this filled the "requirements" after they had tramped almost a mile in the deep snow of the winter of 1814 from the home of Thomas Kirkpatrick to the new county jail located on the present site of the Lincoln School on North Main St. in Edwardsville.

A bill of $194 was presented by William Ottwell for the construction job. However, a few "padded" expenses were forthcoming which included $1.12½ for three quarts of whisky for the "letting" of the jail and $2 paid to the sheriff for attending the "letting."

The new jail apparently wasn't secure enough for in an effort to make the prison more fast $3 was spent on locks in 1815 and $7 for an extra strong lock in 1817. To the amazement of the county court and despite their security attempts, Jacob and John Hudson "managed to escape the confine of the jail" in 1818.

Declaring the "gaol" completely insecure and absolutely useless "for the confinement of prisoners", Ninian Edwards and other proprietors stirred up controversy over building or not building a suitable jail in 1820. Residents in all parts of the county held meetings and circulated, then submitted, petitions. They pleaded the officials not to "create a county debt at so unpropitious a time when the scarcity of current money had brought about an almost unbearable condition of affairs." To safeguard county residents from assassins and midnight robbers, on the other hand, many residents felt a public jail an absolute necessity.

Wanted New Jail

The wrath and indignation of the people in Lower Edwardsville was met and the proposal of Ninian Edwards and other proprietors to construct the jail became a reality. Complete discord prevailed although a site and complete coverage of expenses were offered by residents of Upper (southeastern) Edwardsville. The Lower Edwardsville residents retaliated with a proposal to build on the Town Square with donations ranging from cash to labor being offered. Much of the dispute stemmed from the fact that residents of Upper Edwardsville were marked aristocratic and nicknamed "Buncumb."

The stirring efforts of Ninian Edwards and his cohorts were fruitful in getting a jail built. However, not in Upper Edwardsville. The building was completed in 1822 in the northwest corner of the public square in the lower part of town where the Lincoln School now stands. Constructed of brick and timber, the building was considered quite substantial.

Third Jail

A third jail, again after a lot of uncertainty and public contention, was built in 1846. Construction was delayed for a time while the plank on which the floor was to be laid was allowed to season.

Pointing out the inadequacy of the facilities of the third jail, the Circuit Court in the late 1860's said: "Whereas it has become necessary to guard said jail whenever the same becomes crowded or desperate characters are put therein," the Court is "of the opinion that the time has arrived when the building of a new jail is necessary." County Judge David Gillespie acted as the agent for the county in the purchase of ground and had "full power and authority to make all contracts necessary in the building thereof." When the county abandoned this jail, it became a city jail and served as such until after 1882.

David Gillespie wasn't re-elected judge and the court vested William Brown Tyler, the new county judge, with the structure of the new county jail which he completed.

Today's Jail

This is today's county jail and was built under the provisions of a state law passed on Feb. 22, 1867.

With that first wintery walk from Kirkpatrick's house the jail was a constant harassment to the County Court. "Whereas it appears from time to time serious damage has been done by prisoners in our jail by sawing incessantly upon the bars with litle implements kindly allowed them by their keeper, just to amuse themselves with and Whereas though we have a feeling of sympathy for a down trodden and enslaved people, and cannot help admiring at times the heroic efforts put forth in attaining liberty and freedom since 'hope' springs eternal in the human breast' yet your committee cannot point with pride to the expensive repairs rendered necessary by permitting the above amusement to go on as it has for several years, and there seems to be no immediate prospect of remedying the evil in the proper way by the appointment of a keeper that will exercise a little vigilance and to prevent more damage of the sort ...proceed to have the lower section of the treated corridor wall in the jail sheathed up two feet high ...with plate iron. ...."

Action didn't come about at the snap of finger or a mere resolution passed, because a year later it was essential to reorder the resolution.

Prisoners "escape generally through the front door of the jail when opened by the jailor to attend their wants.. notorious criminals are taken out of our jail and allowed to escape warrent of excuse and with impunity ... sometimes the escape is made through the hole in the floor made for the heat pipes of the furnace . . . They cut off the iron bars of rods of a side window and then crawl through ..." Comments such as these brought improvement in the structure of the jail in 1880.

The attitude of the Board changes from strictness to negativeness. In 1881 after favoring the purchase of new locks they comment, "A night watchman to guard the prisoners now confined in the jail should not be employed for the reason that the jail is in a safer and better condition than it ever was. . As to Harry Meyer (who had apparently given quite a bit of trouble). . .he has already first and last caused the county an expense of more than $2,000" and the sheriff should "hand cuff and chain him down in his cell until a jury of the county shall say whether he is guilty of high crimes and misdemeanors or not."

Venice Jail

Throughout years no great effort had been expended to keep in repair facilities at Venice which the county used for prisoners until transferring them to the county jail in Edwardsville. Since in 1886 they needed notable repairs and the Board protested the expense, the lot and jail were deeded to the village of Venice — with conditions attached to the gift. Venice had to keep the jail in good repair and allow the county to use it with the same privileges and free of charge. The village failed to keep its end of the bargain "and whereas there has not been a board laid, a nail drove, or a lick struck . . while the building is fast going to decay. Therefore be it resolved that unless the authorities of said Village of Venice proceed at once to repair said building and prevent the same from going to loss, they be requested to turn said building over to the county again, who will have the same put to repair." This being the last reference to that jail in the records, it probably went to decay.

To modernize the jail, to make "ample accommodations for female prisoners . . a separate part for hardened, ordinary criminals, also a space for juveniles of boys . . . so that they do not come in contact while in jail with hardened criminals," an appropriation was granted in 1904 since the county had seftled their $400,000 debt.

An inspection tour through the jail in May, 1909, by the Grand Jury yielded the following comment: "The county jail in its present condition will not need any expenditures for years to come except ordinary repairs. The jail building and the condition throughout is a source of complimentary complements by every visitor who inspects the premises———"

Ill Repair

However, the years did come and in 1939 "bricks are popping out of the jail when the frost comes out and cracks are opening where the bars enter the walls." And, "terrifies are about to eat the top of the building, the front porch is about to collapse, and the corner of the jail is four inches out of line" it was reported at this time.

Face lifting for the institution

Lincoln-Douglas Debate Was a Great Area Event

BY NANCY BETH JACKSON
Alton Evening Telegraph

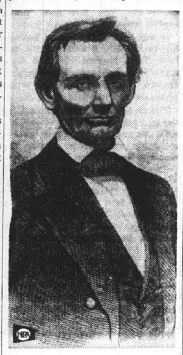
Stephen A. Douglas wearily stepped off the gangplank of the steamer City of Louisiana, docked at the Alton levee.

It was Oct. 15, 1858, the day of the seventh and last debate in the four-month series throughout the State of Illinois. The tour had left the Little Giant physically exhausted. He was silent as he walked to the Alton House, at Front and Alby Streets. He was saving his voice for the afternoon.

His rival for the United States Senate showed few signs of fatigue. Tall, lean Abraham Lincoln welcomed the early-morning breakfast at the Alton House.

After breakfast, the two men were ready for the busy day ahead. Lincoln was hurried off to the Franklin House (now the Lincoln Hotel) on State Street to meet with Republican friends. Senator Douglas remained at the Alton House for a reception of loyal Alton Democrats in party headquarters there.

The morning was cloudy, with indications of rain, but citizens of the area began arriving early by foot, horseback, carriage, and lumber wagon. At 10:30 a.m. full cars on the Springfield, Alton down Second Street demonstrating their military skill. The holiday atmosphere is described by a reporter from the Alton Daily Courier. "By the hour of 12, the great American people had taken possession of the city. It went



Abraham Lincoln
May 1860

up and down the streets — it hurrahed for Lincoln and hurrahed for Douglas — it crowded the auction rooms — it thronged the stores of our merchants — it gathered on the street corners and discussed politics — it shook its fists and talked loudly — it mounted boxes and cried the virtues of Pain Killer — it mustered to the eating saloons and did not forget the drinking saloons — it was here, there and everywhere, asserting its privileges and maintaining its rights."

By 2 o'clock 6,000 people were crowding into the City Hall Square to witness the last debate in the important campaign. Newsmen representing papers in New York, Chicago, and St. Louis had arrived early to find places close to the speaker's platform at the northeast corner of the new and magnificent city hall.

The stand was plain in contrast to the rest of the area. Both candidates had agreed that no campaign banners or gimmicks should be allowed. Judge H. W. Billings introduced the speakers.

Douglas Speaks First

Douglas, "The Little Giant" spoke first. He faced the audience with assurance because he knew Democratic support was strong in this county. His voice which had begun to disappear in the preceding debate at Quincy, could be heard but not understood. He spoke for an hour. The audience strained to hear his words. Although it was almost impossible for them to understand a full sentence, the people applauded loudly when he finished.

Lincoln realized that this was one of his most difficult debates. He, too, was tired after almost 100 speeches, but in the last he faced a pro-Democratic audience. As he stood a rowdy in the crowd jeered. Another made a comment about his gangly arms and legs.

Undaunted by his reception, Lincoln calmy began with some humurous references to the Democratic feud between Douglas and President Buchanan. For an hour and a half he addressed the crowd. He, too, received enthusiastic applause.

Douglas Re-Elected

Douglas replied briefly. Then the opponents hurried off the platform. Although the fire and excitement of the debate tour was over, each man still had almost a dozen individual speeches to make before the election.

The results of the campaign are well known. Douglas was re-elected by vote of the Illinois General Assembly. Lincoln was defeated only to win the Presidential election two years late over Douglas and John C. Breckenridge, who split the Democratic vote.

Alton recognized the importance of the Lincoln-Douglas debate by placing a tablet at the City Hall on the 50th anniversary of the event, Oct. 15, 1908. On April 22, 1924, the City Hall was destroyed by fire. The tablet was then moved to a vault in the Telegraph until, through the combined efforts of the citizens of Alton and the Madison County Historical Society, it coud be placed on the square, now called Lincoln-Douglas. It is now located at approximately the site of the debate.

First slaves were brought into Illinois by Antoine Crossat, as early as 1714 to dig for precious metals.

Banker E. M. West Was Head of Schools

The second Madison County superintendent of schools was a prominent Edwardsville resident.

E. M. West, who was also one of the founders of the Bank of Edwardsville in 1868, served as superintendent from 1845-1851. Previous to that he had been treasurer of Madison County.

A long time member of the Edwardsville Methodist Church, he was a member of the second Constitutional Convention of Illinois in 1847.

West was born in Virginia in 1810, came to Madison County in 183, and died when he was well over 60.

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TRI CITY GROCERY CO. FINE FOOD STORES
This mark is your guarantee of the finest in foods. C. W. are the first two initials of Charles W. Pershall, founder of Tri-City Grocery Co. in 1914. A few years later, after other stores were opened, Mr. Pershall developed this brand so that fruits and vegetables offered each year would have a consistently fine flavor and appearance, so that the quality could be closely controlled. From a few items, this line grew slowly to include the many foods listed in this advertisement. Our buyers, through the years, have been trained to accept only top-grade foods for the C. W. label. Often, they have rejected carloads when rigid specifications of their orders were not carried out correctly. We suggest that you try some C. W. foods on your next shopping trip to our stores. C. W. foods, like all products sold in our stores, are 100% guaranteed.
in Madison County for over 48 years!
C. W. Tiny Sweet Peas
Grown in rich volcanic soil in the Pacific Northwest, where they attain natural sweetness and fine flavor. They're carefully graded for uniformity of size and appearance. Excellent to garnish steaks, with a dash of butter.
C. W. Peaches
This yellow cling variety is grown and packed in sunny California, in heavy syrup. They're tree ripened, picked promptly at the moment of perfection. Packed in golden halves for salads or desserts, or in slices for pastries or cobblers.
C. W. Tomato Juice
A real "home-style", full-bodied juice, filled with hearty tomato flavor. It comes from Indiana, home of finest tomatoes. It's low in calories and rich in natural vitamins. You'll find it refreshing to drink any hour of the day.
C. W. Bread
Only the purest, finest ingredients go into this famous bread, fresh daily from our own bakery. Two sizes in white, French, Bohemian and Milwaukee rye, poppy seed, 40% and 100% whole wheat and thin sliced sandwich bread.
C. W. Zesty Sauce
A new creamy meat sauce which is truly different! It's blended superbly with a delightful pinch of horseradish flavor...excellent on fish, cold cuts, or appetizers. Your friends will want to know where to buy it. Just tell them, exclusively at Tri-City Groc. Co.
C. W. Catsup
Produced from top-quality Indiana tomatoes, where the finest-in-the-world are grown. It is rich, full-bodied, has the liveliest-tasting flavor you've ever tried. So good on hamburgers and other meats!
Other finer C. W. Foods on our shelves . . . .
Butter, Olives, Pickles, Vinegar, Chili Sauce, Mayonnaise, Green Beans, Pork & Beans, Tomatoes, Apricots, Pineapple, Coffee, Tea, Preserves and Jellies, Citrus Juices, Sweet Potatoes, Shortening, Mustard, Corn, Spinach, Beets, Fruit Cocktail, Ice Cream and Potato Chips, plus C. W. Quality Guaranteed Meats.

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PURPOSE OF RED & WHITE
1. The purpose of Red & White is to serve the consumer by cutting the cost of food distribution to the lowest possible point.
2. To further the independent or "community store" form of efficient food distribution.
NOW WORLD-WIDE
Recently SPAR Internationale, a voluntary group with headquarters in Amsterdam, the Netherlands, and branches in Great Britain, Belgium, France, Germany, Austria, Denmark and Sweden, joined the Red & White family.

'Hang' Tree Cut Down in Collinsville

By JOHN LIMPERT
United Press International

The last reminder of a night of mob violence 44 years ago was removed from the Collinsville scene in April 1962.

A huge, twisted hackberry tree standing on a hill just outside the city limits was removed by a power company crew. The old tree had limbs as thick as a man's body and it was feared the tree might blow down.

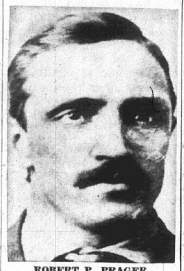
The tree was the scene on April 5, 1918, of the lynching of Robert Paul Prager, an uneducated German-born coal miner.

Prager had immigrated to the United States in 1905 at the age of 16. He was working at a Maryville mine when World War I broke out.

There had been demonstrations in Maryville in which persons suspected of disloyalty had been made to kiss the flag. Miners had expressed a fear the mine might be blown up by German spies.

On April 3, 1918 Prager lost his job because he was an enemy alien. He was marched through the streets and pointed to as a German spy, an accusation he vehemently denied.

The next night, a group of Maryville miners came to Collinsville and told of remarks allegedly made by Prager. An angry crowd went



ROBERT P. PRAGER

to Prager's rooming house, seized him and marched him through the streets.

Four city policemen rescued Prager from the crowd and took him to the jail in city hall.

The crowd followed and demanded that Prager be released. Mayor J. H. Siegel made a speech in which he pleaded with the mob not to disgrace Collinsville by committing violence.

The demonstration subsided, but an hour later the crowd returned. Siegel told them Prager had been taken to East St. Louis by federal authorities.

A man in the crowd called, "We don't believe you." The mayor said, "Well, come in and see for yourself."

The crowd searched the jail but could find only one prisoner. But two men searched the jail basement and found Prager hiding under some building tile.

He was dragged out and marched barefoot through the streets with a flag draped around him.

When the crowd reached the city limits, a rope was put around Prager's neck and the other end was thrown over the limb of the hackberry tree.

Prager's hands were not tied, and as he was hoisted from the ground, he clutched at the rope. He was lowered to the ground half-choked, and he said with some difficulty, "Brothers, I would write a letter."

A pencil and paper were handed him and he wrote: "Dear Parents—Carl Henry Prager-Dresen, Germany: I must on this the fourth of April, 1918, die. Please pray for me, my dear parents. This is my last letter and testament. Your dear son and brother, Robert Paul Prager."

The mob then seized the rope and Prager was hoisted to his death.

One witness said Prager's last words were, "All right, boys, go ahead and kill me but wrap me in the flag when you bury me."

Before the burial in St. Louis, a small American flag was placed on Prager's body.

French Trading Post At Alton in 1807

In the year 1807, according to Brink's History of Madison County published in 1882, one small stone building stood on the present site of Alton. It was near the place where the railroad depot was erected many years later, and is now a parking lot.

The building was used by the French as a place for trading with the Indians. It was constructed of loose rock with mortar and its roof was a covering of elm bark.

The early American settlers, according to this authority, lacked knowledge as to how long the building had been standing. It was considered possible by early historians that this building may have been the original location of Jean Baptiste Cardinal, the Frenchman, who settled here about 1783.

Wann Train Disaster Takes 100

No. 18 was the finest train on the road. The fast New York-Boston express.

It was one of the trains belonging to the Big 4 (all part of the New York Central Railroad System) and had stops in Madison County, including one in Wann which is now part of East Alton.

Ticket agent, J. C. Branhall, in the mid-morning routine of Jan. 21, 1893, turned in his chair to his telegraph machine to decode the message just starting to come over.

"Send doctors at once! No. 18 in open switch. Burning up!"

Shocked Branhall relayed the desperate SOS and in minutes a special train with company surgeon, Dr. W. A. Haskell, aboard, was on its journey of mercy to Wann.

Tank Cars Hit

No. 18 had run into a siding, collided with a string of tank cars filled with coal oil, and burst into rampant flame. Engineer George Webb saw it coming. He grabbed the brakes and leaped for the hill heading up from the deep gulch into which the siding ran. He rolled back into the flames.

On the other side the fireman scrambled up the less slanted slope. Passengers miraculously escaped serious injury.

The relief party uncoupled and drew away the passenger cars not on fire, but stayed clear of the undamaged tank cars for the fire around them was so furious.

Explosion Occurs

A crowd of villagers and others gathered at the scene to offer help and stare in amazement. It was noon and everyone was free for a moment at least. The agent warned the crowd to disperse, to move back, for fear of an explosion. Escaping gas on fire was rushing from the manholes of the tanks.

Women left to prepare their noon meals while men and boys stayed. They had a few minutes before lunch would be ready. The relief party were on their way to the station about a quarter of a mile from the burning "Valley of Hinnom."

Turning to look back, they saw a dark cloud. A fraction later the explosion was heard.

The sooty cloud mushroomed wider and wider and suddenly burst into flames. A firey blaze of raining oil fell, igniting everything it touched.

Members of the relief party fled with the wave of heat but turned in response to the shrieks. A boy on the outskirts of the crowd came running up shouting "Send for all the doctors, more than a hundred people killed."

100 Victims

Pillars of flame rushed by some with all their clothing burned off, blackened and seared by flame. Dr. Haskell converted the station and empty freight car into a hospital and sent messengers running for cotton and bandages from the village. Soft comforters were savagely ripped and their entrails of cotton grabbed. Buckets of water were brought to Dr. Haskell in which he put an antiseptic compound from his medicine bag. Everything of aid was put at the disposal in the Henry Brothers Store in Wann.

Over a hundred people were victims. Thirty-two died, some instantly, others after hours or days of agony. The decending fire had covered an acre. Trees were black. Debris of shoes, hats, sock and remnants of clothing spread the ground.

When first aid had been given, Haskell commandered a train to carry the agonized mass to St. Joseph's Hospital in Alton. At the foot of Walnut Street carriages and ambulances met the train.

First Hanging in County Was in '23

Christmas Eve, 1823, was the night on which the first murder in the county took place.

Eliphalet Green, a laborer at Abel Moore's distillery on Wood River, had a quarrel with William Wright, also in the employment of Abel Moore. During this quarrel, which ended in a fist fight, Green was badly beaten.

Half-witted, as he was represented to have been, he became furiously enraged, got his gun and deliberately shot Wright down, as he was retreating to the house. Wright was hit in the right side and died instantly.

Green, who had first run away into the forests, came to the office of Squire Ogle and gave himself up. The Squire heard his story and after examining some witnesses committed Green to jail.

He was found guilty and there-

Four died that night. The seriously injured who recovered were disfigured for life.

The railroad awarded damages to employes involved but fought compensation to others on the grounds they were trespassing. Physicians and the hospital sued the company for their services, and were awarded the decision.

fore it was "considered by the court that he be hanged by the neck until he be dead, dead, dead!"

He was hanged four weeks following his trial, in the creek bottom on Springfield Road. Spectators had come from a distance, and it is reported that a number of Indians had assembled to see how civilized people killed their fellow man.

"Green died like a man, sincerely repenting his wicked deeds."

He was buried near the place of execution, and it was told Paris Mason guarded the grave against body snatchers, and had the corpse to be taken up and re-interred in his (Mason's) own graveyard.

Easton Named Streets For His Children

Rufus Easton, business man from the East, who platted Alton in 1817, named the city for a son, and Alby Street for a daughter. He named Langdon, George, Alton (and probably Henry) Streets for his sons. The plat of Alton was drawn by Easton in 1817 and was recorded in 1818, before Illinois was admitted to statehood.

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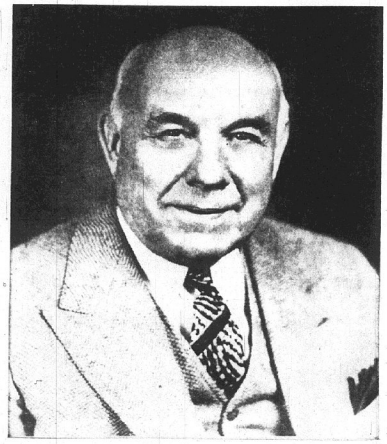
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SEBASTIAN SPERING KRESGE

Mr. Kresge, founder of the Kresge Company 63 years ago, celebrated his 95th birthday on July 31, 1962. He and his successful company have seen much of the wonderful progress this country and Madison County have made over the years. The Kresge Store in Alton, Illinois, opened on July 28, 1927 — 35 years ago — so this is an anniversary year for Manager D. D. Boatright and his loyal team of co-workers. May the years ahead be bright and prosperous for all!

S. S. KRESGE COMPANY



"SESQUICENTENNIAL" . . . a mouthful . . . Of Pride

Sesquicentennial is quite a word . . . but it has to be. It sums up 150 years of the history of a county . . . and that means . . .

. . . growth, from a handful of hardy settlers to a thriving complex of farms and communities

. . . development, from the day of the stagecoach and the horse drawn plow, to the automobile and jet plane and tractor

. . . progress, from the log cabin to the modern home, from the churn to the electric mixer

. . . people, from all walks of life who live and love and work together and make a county's heart beat

Sesquicentennial . . . well, it's really too big a word . . . it encompasses too much to be written on a page . . . no one could write the history of the county on a page . . . it's too big a mouthful, but . . .

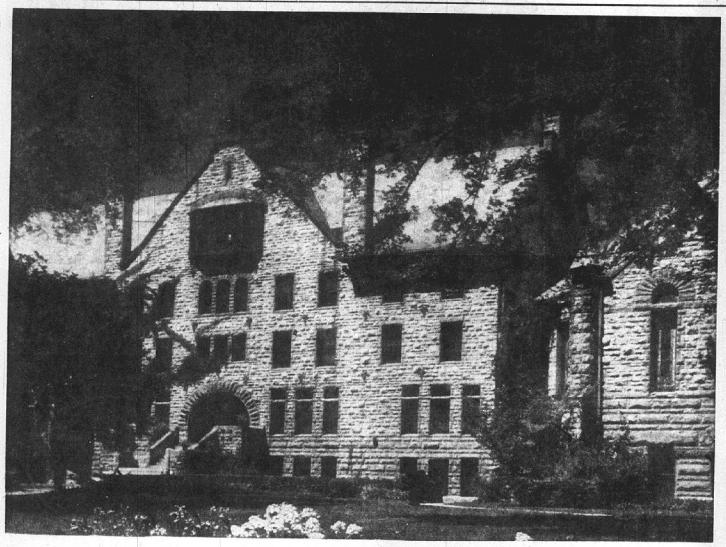
It's a mouthful of pride! We at the telephone company feel that way, anyway . . . pride in being a part of Madison County . . . of having put in the poles and lines and the crank type phones which linked Madison County with the outside world . . . of dial service . . . of direct distance dialing . . . in knowing and working with the people . . .

We've come a long way together as partners in progress—and the end is not even in sight . . . it probably never will be . . . we'll be developing and growing together in the future.

Congratulations, Madison County . . . on that great big word . . . and thanks, too—for letting us be part of your past and present.

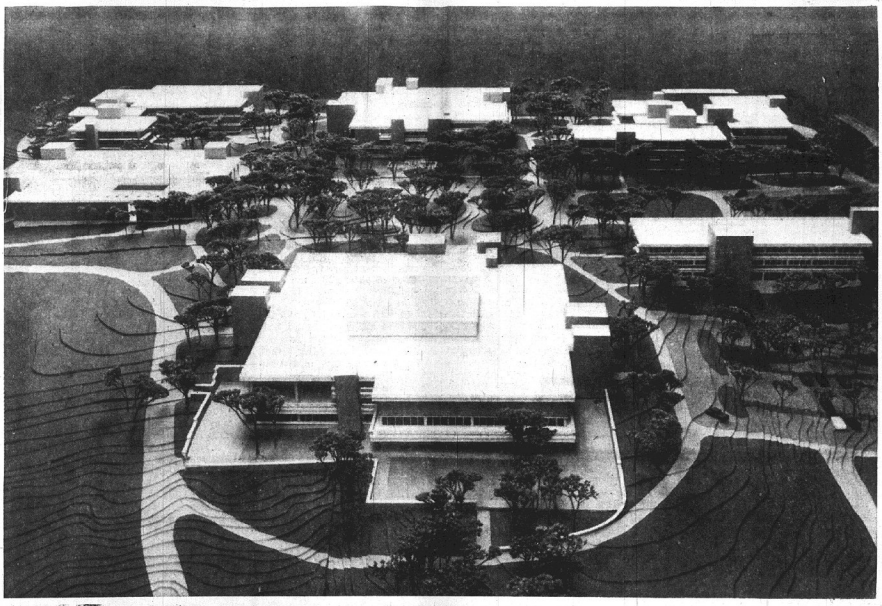
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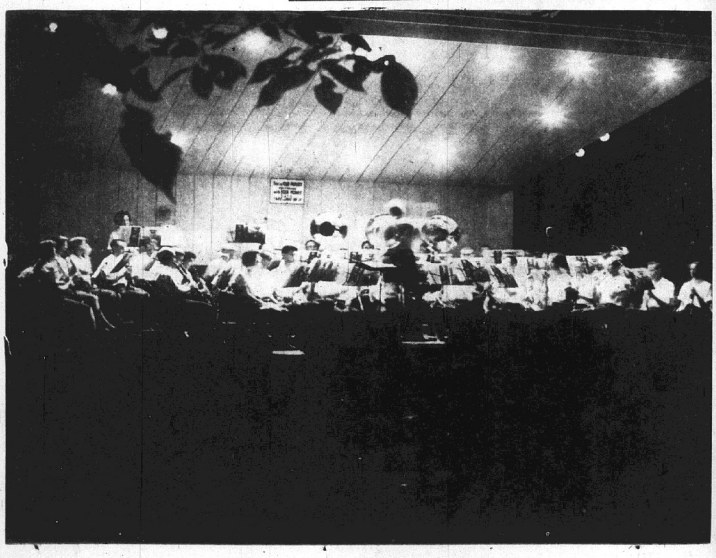


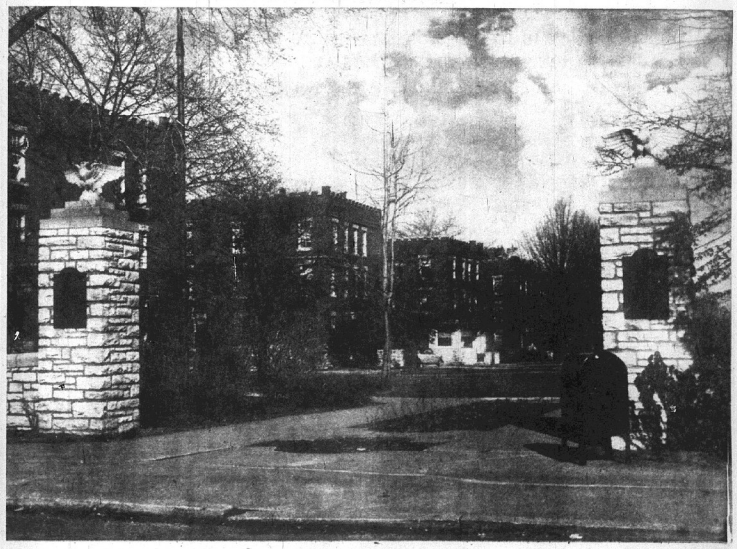


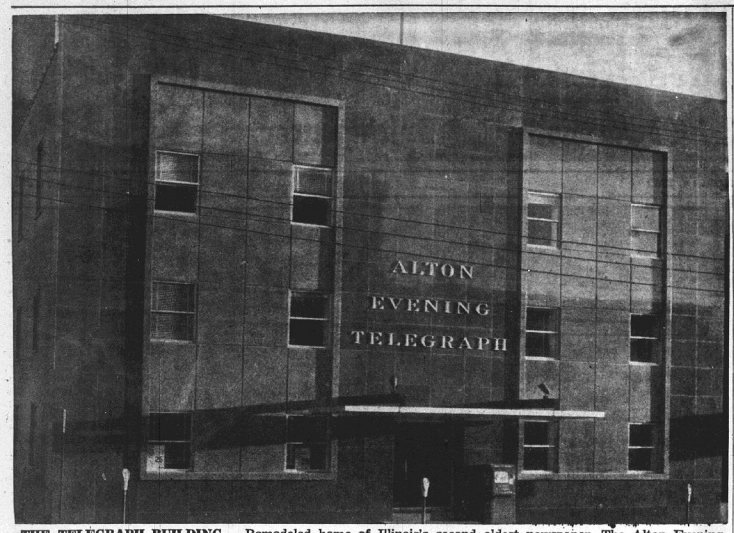
Madison County



Center of Cultural Activities







THE TELEGRAPH BUILDING — Remodeled home of Illinois's second oldest newspaper, The Alton Evening Telegraph located at 111 East Broadway. Occupied in 1929, this building has been remodeled and enlarged three times. The latest improvements were made last year. (Telegraph Photo)

Growth of Telegraph and Progress of City Have Meant the Same in Alton

By JOSEPH J. DROMGOOLE
Assistant Editor, The Telegraph.

The story of the Telegraph is the saga of service — devotion to the welfare of the communities it serves — once the desperate struggle for existence had been won. And even during that struggle the Telegraph more than once placed welfare above self to the despair of those who might have been approached for financial help in the lean years.

Many times the Telegraph has espoused unpopular causes because it believed them good for Alton. Often, too, the newspaper took stands that meant loss of revenue. Yet, the Telegraph has survived its critics, has outlived some competitors, has absorbed others. Today it is the composite of many Alton newspapers.

Alton was a bustling riverport vying with St. Louis for the river trade when the Telegraph was born on that cold day in 1836. It was on Jan. 15 that Richard Treadway and Lawson A. Parks brought out their first edition—four pages of type set by hand. Probably they waited, before starting their press, for the latest boat from New Orleans bringing the papers from New York and Boston. From the eastern papers Treadway and Parks would get their news from afar — because the "electric telegraph" hadn't been invented then.

They must have faced the future courageously for theirs was a busy town, peopled by thrifty New Englanders, some of them with capital. They were on the threshold of the great western empire. Just across the river was the vast Louisiana Territory and to the north the Northwest Territory. At hand was rock from the bluffs, timber in abundance, fertile farm lands—and the Great River for transportation.

The First Crisis

It was less than two years later that the Telegraph was to meet—and endure—its first crisis. Alton became a city in July of 1837 and things were bright, indeed. John M. Krum was in office as the first mayor.

But the talk of slavery and abolition was heard. To most New Englanders, slavery was abhorrent. But this was a tiny city that depended on the states to the south for most of its trade. Even the goods brought from the east, and goods sold to patrons there, came up the Mississippi on river boats owned largely by men of the south.

So when a fiery preacher-editor was forced to flee from St. Louis and came to Alton, he was unwelcome to many. The story of Elijah Parrish Lovejoy is told elsewhere, but his death, at the hands of a mob on Nov. 7, 1837, was a stunning setback to the new and ambitious city of Alton. New Englanders shunned the rivertown on the frontier—some refused to trade with Alton. Few would invest capital. The Lovejoy blight cast its pall over the city —and over the Telegraph, and years were to elapse before the dark cloud began to lift.

But the little city survived as calm heads prevailed and the future assumed a brighter hue. Men from here went to the Mexican War, some to the Blackhawk Wars, but Alton on the river experienced a measure of prosperity.

Rumble of War

The '50s brought new crises. The rumble that was abolition-vs-slavery grew to a roar that reverberated over the nation. War was imminent.

The Telegraph had survived the post-Lovejoy slump. When things brightened, doubtless the newspaper embraced a new optimism. But, as business improved, the urge to publish grew, too. The Telegraph and the Courier vied for public support, usually espoused opposing political views. There were Whigs and Anti-Whigs; Federalists and the Antis—or their heirs. There were the Democrats, the heirs of Jefferson's Democrat-Republicans. But the papers carried on.

With the outbreak of the Civil War in 1861 Alton was North and pro-Union and anti-slave although not too far from the South. Young men answered Lincoln's call for volunteers. Alton companies were formed to battle against the South.

Business declined. Help was almost impossible to find. The Telegraph faced more lean days. So did its contemporary.

Somehow, the Telegraph survived. Then came the struggle through panics and money crises, but the Parks and Treadways, the Browns and Davises and Nortons, had refused to quit. The Telegraph made it and was ready for the birth of the industrial system in the '70s.

But, when prospects brightened, the lure of publicaton attracted rivals. The Telegraph had many rivals down through the years — the Courier, later the Democrat, the Sentinel-Democrat. Early in the century, the Alton Republican was formed, sponsored by a faction of the Republican party that disagreed with Telegraph publisher John A. Cousley. In 1905, the morning Republican "joined" the Telegraph and its editor, the late John D. McAdams, became business manager of the Telegraph.

Cousley and McAdams

Then was born an association—Paul B. Cousley and John D. McAdams—that was to endure until 1941, when Mr. McAdams was killed in an automobile accident when en route to Florida. Their friendship had begun in 1886, when they were carriers for rival newspapers.

Meanwhile, the Alton Daily Times was Born, and the Sentinel-Democrat died. Then, on July 1, 1925, the Times was acquired by the Telegraph. The 89 - year struggle with competition had ended. The Telegraph became the composite of most of the papers that had gone before. Then, with greater circulation, modern equipment, and expanded staff, it began the new and solid growth that has made it today not only the second oldest paper in Illinois but a leader in its class.

Today Paul S. Cousley, as assistant general manager, is the third generation of his family to guide the Telegraph. His father, publisher Paul B. Cousley, nearing 86, connected with the paper for 70 years, is at home in semi-retirement, but confers frequently with his son. Henry H. McAdams, son of John D., is business manager—so the Cousley-McAdams tradtion continues.

The Telegraph has had many homes, The newspaper was born in the Lyceum Hall Building at 2nd (now E. Broadway) and Alby Streets. It was in Lyceum Hall that Elijah Parrish Lovejoy made his last—and vain—plea for freedom of the press. In the same building was its competitor, the Alton Spectator.

A year later, the Telegraph moved to W. 2nd Street, near the office of the Alton Observer — Lovejoy's paper. Moves were frequent in those days—and must have been inexpensive. The Telegraph next moved to a place on State Street, between 2nd and 3rd, and not too long after that to W. 2nd Street again, this time on the south side, where it withstood the flood of 1844, when the Mississippi River rose to its highest state in recorded history.

Through Fire and Flood

The next move was to 3rd and Belle Streets, now the site of First National Bank. After a few years, the office was moved to 4th and Piasa.

The lure of W. 2nd Street continued, and the Telegraph's next move was to the south side of 2nd at Piasa, which years later was the home of the Sentinel-Democrat, still later of the Boston Store, and in modern times of the Hippodrome—the motion-picture and vaudeville theater. Today, on that site is the Phelan Paint store.

Thereafter, the Telegraph staged some homecomings. It returned to its former home at 3rd and Piasa—later the Sessel building, now the Myers Brothers store, then back to W. 2nd and again back to 3rd and Belle.

The next move was forced by a disastrous fire in 1880, and the Telegraph went to the old Mercantile Hall in the West End. The next move was to 10 W. 3rd. After that, early in this century, it was back to 4th and Piasa.

In 1917, the Telegraph erected its own building at 215 Market St. There it remained until 1919 when it moved to its present building at 111 E. Broadway—which since has been remodeled and enlarged three times.

It is a history of many homes—and survival through fire and flood.

The newspaper craft has had great names in Alton. Besides the Telegraph editors, the names of Lovejoy, Brown, Dolbee, McAdams (John D. and Clark) dot its hisotry. The Telegraph editors have been:

Richard Treadway, founder, editor 1836-37

Lawson A. Parks, founder, editor, 1836-37, 1854-75

John Bailache, editor 1837-37, 1843-54

George T. M. Davis, editor 1841-43

Wilbur T. Norton, editor 1875-1889

John A. Cousley, editor 1889-1913.

Paul B. Cousley, editor 1913-

"Our health demands fresh air" was the reason cited by drug store clerks in Madison county in 1907 when they sought a 13-hour day instead of working 15 hours. They asked for alternate Sundays off and one other day of leisure in each two-week period. "All the business we have after 8 p.m. is soda business, and any school boy can dish out soda," they contended.

Monks Mound Has Had Long History of Intrigue for County

Around 1809, Trappist monks settled in Madison County and built a residence on the largest Indian mound at Cahokia.

Originally, there were six monks, seven lay brothers, and a priest. Soon more came from France and other parts of the United States until there were 35 persons, in all.

The monks practiced the most severe austerity. They took the vow of perpetual silence, rejected the comforts of life, slept on bare boards with blocks of wood or stone as pillows, and ate but the simplest of fare.

They cultivated a garden, repaired watches, traded with the inhabitants and ran a sort of seminary for boys.

The climate was not suitable for the kind of austerities practiced, however, and fevers prevailed among them. Many died.

Return to France

Those remaining in 1816 decided to break up the settlement and return to France. They conveyed the land back to Colonel Nicholas Jarrot, the donor, and left.

One source places the time of their arrival as 1807. In any case, it appears they did not stay after 1816. The Indian mound on which they lived has since been known as Monks Mound.

From ancient times the Trappists chose the most solitary places to live. Curiously enough, however, when the Trappists order was founded in 1140 A.D. in France, the Indian mound upon which some Trappists would one day make their home probably was a center of great activity.

Hub of Ancient Culture

The American Bottoms area apparently was the very hub of the Mississippi culture that thrived 1,000 years ago. A major archaeological investigation of the Bottoms is presently going on, carried out by the Illinois Archaeological Survey, financed by a National Science Foundation grant.

Archaeological excavations are now being made at Cahokia. Digging began July 30 and will run through the middle of September.

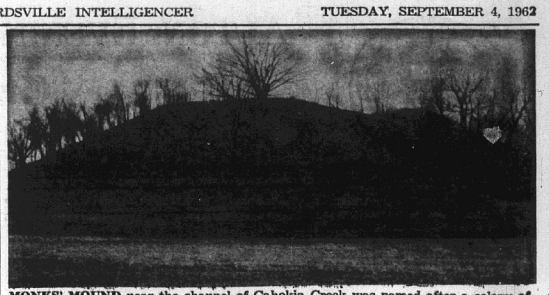
Many archaeologists have worked in the Cahokia area on various kinds of excavations. Large-scale digging did not get under way, however, until 1960 with the initiation of highway salvage excavations.

Largest In America

Monk's Mound is the largest man-made mound in America. It is only one earthwork in a complicated settlement plan that originally consisted of more than 100 mounds.

The mounds were built by hand by prehistoric Indians. They are not burial mounds as many people suppose but are elevations on which structures, believed to be temples, were built. The floor patterns of these ancient buildings are still clearly visible when excavated.

Many of the mounds have been destroyed due to road building and subdivision of land for home construction. Monks Mound itself was in danger of being destroyed in the name of progress until it was saved by a bill passed in 1925 by the Illinois legislature. The bill provided for the purchase of over 200 acres of land for a state park and included Monks Mound and numerous smaller mounds.



MONKS' MOUND near the channel of Cahokia Creek was named after a colony of Trappist monks who were located there about the time the French founded settlements along the Mississippi. The mound is the largest of about 70 built by an ancient Indian civilization of this area. Experts are still trying to reconstruct the full history of the mound builders.

W. L. Piggott Early Leader in Bethalto

W. L. Piggott, a native St. Louisan, was an early leader in Bethalto. He was born March 10, 1828. He operated a saw mill in Bethalto, in the mid-60's and in 1869 became a notary public. He was elected a justice of the peace in 1872.

An active Republican, he was appointed postmaster of Bethalto in 1872 by President U. S. Grant.

In 1849 he was married to Miss Hannah Gillespie. She died, and in 1856 he married Miss Sarah Beck. After her death, he married Mrs. Elizabeth C. Day.

Railroad Rumors Stirred Monticello

During the summer of 1866 the citizens of Godfrey, particularly those connected with Monticello Seminary, were much concerned over a rumor that the Alton & Chicago and the Jacksonville, Alton & St. Louis Railroad companies were about to move their station house in that village nearly a mile further up the road than the one in use at that time.

Over the poor roads of the day it was only with the greatest difficulty that a depot in such a location could be reached, especially in the winter and spring.

The first county clerk was Josias Randle, 1813.

Our Best Wishes to Madison County .on its 150th Anniversary.....

Alton's Largest

PHILCO

DEALER

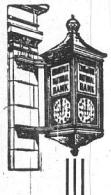
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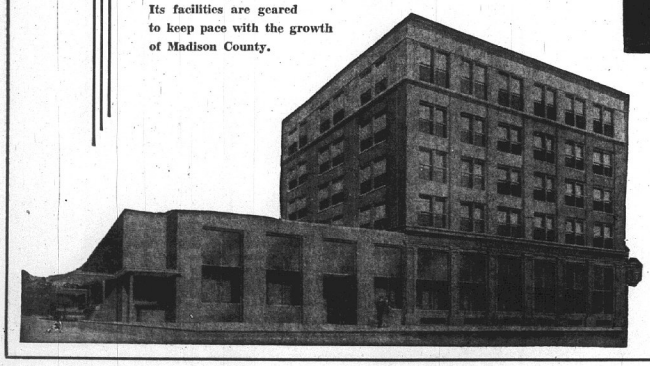
2606 STATE STREET
ALTON, ILLINOIS



THE ONLY NATIONAL BANK AT THE COUNTY SEAT

HAS JUST DEMONSTRATED ITS FAITH IN THE FUTURE OF THIS AREA BY ITS BUILDING EXPANSION PROGRAM.

Its facilities are geared to keep pace with the growth of Madison County.



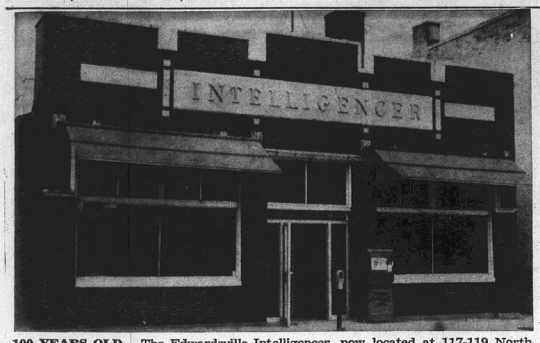


PARTIAL VIEW OF MAIN BANKING LOBBY.

Other areas of the bank include Drive-In Banking Windows; Conference Rooms; Customers' Lounge; Safe Deposit Vault and Lobby; Customers' Parking Lot is adjacent to bank.

EDWARDSVILLE NATIONAL BANK AND TRUST COMPANY

."ON THE CORNER WITH THE CLOCK".



100 YEARS OLD—The Edwardsville Intelligencer, now located at 117-119 North Second St., will celebrate its 100th year of publication on Nov. 13, 1962. (Intelligencer Photo)

Intelligencer Celebrates 100th Anniversary Nov. 13

By ELAINE ALBERTER

Of The Intelligencer

The country was wilderness.

And the men were of a special breed.

Men infused with the spirit of the country—abounding with energy, young and fired with the taste of a new life, adventure a part of their daily life.

Dancing to the minstrels of a traveling show, James R. Brown, an Englishman who had immigrated as a boy, made his way to a growing village named Edwardsville — a settlement filled with the tempest, promise and adventure of his time.

Henry C. Barnsback, of a settled German family in Edwardsville, labored with his father as a merchant in the embryonic village in the struggle to outwit defeat.

Having met while working on two short-lived newspapers in Edwardsville, both of which flickered out with the fate of politics, these energetic youths began their own newspaper. Guided by the unquellable spirit of youth James Brown and Henry Barnsback, both knowledgable in the craft of printing, formed a partnership. At this time there was no newspaper in the county seat.

Various types of printing equipment were in storage under a chattel mortgage held by E. M. West and they bought it "kit and kaboodle" with the whole lot valued at about $800.

Paper is Born

November 13, 1862 earmarked a turning point as the first-to-become stable newspaper, THE MADISON INTELLIGENCER, rolled, or perhaps, was coaxed off an old Franklin press, then distributed from a building site behind the present Madison Store on Purcell St. Not without perseverence did they roll out the four-page weekly by themselves—writing, printing, and distributing the news. Often they wrote items as they set type. Quite different from the Intelligencer's staff of 47 today.

A determined Brown, who printed the news without softening or padding, gave the paper a reputation of a "free" press. Brown depicted happenings as they occurred be they public issues or private affairs.

Frank Reporting

With such frankness of reporting, the paper attracted interest in the community and surrounding area. Comments indicated the young men had a going concern! But after three months and no profits, the shine of owning a business began to dull.

People talked about the paper, but did not support it. The fact is that there wasn't adequate support in the city at this time to take care of two men in the newspaper business. It seemed that both might starve to death, yet, neither

With the straight forward statement of Brown one day that it was silly for both of them to starve, things began to roll. Barnsback responded quickly that his partner should examine the books and determine a figure which he would take or give for the business. Upon seeing the figures Brown produced, Barnsback promptly replied: "The paper is yours."

Brown protested but since he had quoted the figures he stood by them and the partnership dissolved in friendship.

The last issue of The Madison Intelligencer to carry both the name of Brown and Barnsback appeared on Feb. 19, 1863. The next issue, Feb. 26, 1863, carried only the name of James R. Brown in large, black face type.

Brown maintained his stark, direct reporting of news. Personal encounters and several suits resulted as the natural reactions to editing. He printed things which touched the raw, regardless of a person's professional or private position.

Barnsback said of Brown in 1912: ". . . these things (libel suits and affronts) did not discourage him. He was a good printer and . . . is remembered as a brilliant man although perhaps sometimes a bit severe.'

Considered the best dressed man in Edwardsville, Brown wore handsome apparel, gloves and carried a cane; he had more diamonds than any other two or three men in the town, being especially fond of jewelry.

The first publication of Brown and Barnsback's will have been issued one hundred years ago on November 13, 1862. A century of service to the people and journalistic enterprise for the Intelligencer will have persisted. Sprouted from a four-page weekly to a six-evening daily, the Edwardsville Intelligencer continues to maintain the energetic and salutary spirit of its founders, adding other favorable features from following editors.

Changes Name

It was on Sept. 17, 1868 that The Madison Intelligencer gave way to The Edwardsville Intelligencer, the name the paper has carried on its masthead since.

Boeschenstein Takes Over

Shortly after James Brown's death, Charles Boeschenstein purchased the Intelligencer (January 26, 1883) and merged it with The Highland Herald which he also published. Together the newspapers had an 800 subscription roll.

At this time the four-page weekly doubled to an eight-page weekly —the first step in a constant advancement by the paper. The twenty-three years of Boeschenstein's administration were years of flourishing progress. On January 2, 1893, the Intelligencer increased to a bi-weekly instead of a weekly. Two years later, January 2, 1895, the paper was issued tri-weekly. Edwardsville read its first daily evening paper on January 14, 1907. Subscriptions by now had grown to 3,400.

The first linotype in Madison County, installed in the Intelligencer office in 1899, dispensed with time-consuming hand setting of type. A stereotyping plant, set up in 1905, made printing revolutionarily faster. The latter was regarded as an exceedingly bold move for a newspaper in this section because no one expected a paper to exist long enough and because of the tremendous cost for such a small business. Boeschenstein transferred the Intelligencer to the old site of Liberty Loan next to the Leland Barber shop on St. Louis St.

Charles H. Spilman and Gilbert S. Giese procured the Intelligencer on Dec. 1, 1916 after the board of the Edwardsville National Bank elected Charles Boeschenstein president. Both of the new owners were connected with the Intelligencer previous to the purchase, Spilman having started after his graduation from high school.

Giese Owner

Giese acquired sole ownership on February 28, 1927 when the Masonic Order appointed Spilman Grand Secretary General of the Masonic Lodge, Northern Jurisdiction, in Boston, Mass.

During Gilbert Giese's thirty-three years, job machinery (which prints programs, tickets, etc.) expanded vastly from one small hand press to twelve pieces including offset and letter presses, folders, cutters, punchers, and stitchers. Among innumerable advancements added were the Goss Rotary press in 1925, teletypesetter in 1949, and two more linotypes.

Sold in 1960

It was during Giese's ownership that the present publisher joined the newspaper. Oscar Ochs, a native of Edwardsville, first began working for The Intelligencer on Nov. 12, 1933. He has always worked on the business and management end of the newspaper, being general manager for several years prior to his recent promotion.

The Holyoke Transcript-Telegram Publishing Co., Inc. of Holyoke, Massachusetts, purchased the Intelligencer in August, 1960, and it was at that time that Mr. Ochs was promoted to his present position of publisher.

The president of the parent firm, William Dwight Sr., comes from a background of newspapering, both his father and mother having run the Holyoke paper for many years prior to their deaths.

The esteem in which the owner is held is evident by the many national offices which he now holds or which he held. He was president of the American Newspaper Publisher's Assn. for two years plus held several other offices in that organization and is at present on the Board of Directors of the Associated Press. He is a former vice-president of the Federation of International Editors and Publishers and a past president of the New England Daily Newspaper Assn. to name but a few of the many national offices which he has held in newspapering circles.

Former Owners

Former owners of The Intelligencer are as follows:

November 13, 1862—James R. Brown and Henry C. Barnsback.

February 26, 1863—James R. Brown.

January, 1883—Charles Boeschenstein.

December 1, 1916—Charles H. Spilman and Gilbert S. Giese.

February 28, 1927—Gilbert S. Giese.

August, 1960—William Dwight Sr.

Shields-Lincoln 'Duel' Recounted

Dueling was illegal in Illinois in 1842, but two of the state's leading lawyers (later to become historical giants) traveled to Alton by horse and buggy on Sept. 22, 1842, to answer the "requisitions to the code of honor."

The two men who traveled from Springfield to settle their differences on the island that has been known by such names as "Smallpox," "Sunflower," "Willowbug," Mosquito," and "McPike," were James Shields and Abraham Lincoln.

Since both men went on to win national fame, the dueling episode has become one of the many stories which grow up around the two figures.

The cause of the duel was an article written by Lincoln. Lincoln became irritated with the activities of Shields as state auditor of accounts. The lanky lawyer wrote an anonymous criticism in backwood dialect signing it "Rebecca." At the insistence of Mary Todd and her friend Julia Jayne, Lincoln had the article published in the Sangamon Journal at Springfield.

The article was a Whig attack on Shields' proclamation that certain paper money, which was more plentiful than silver or gold, could not be used to pay state government taxes. The article also ridiculed Shields for being somewhat of a ladies man.

Second Letter

A second letter was written by Miss Todd and her friend. This article, also signed "Rebecca," referred to dueling and provoked Shields to challenge.

When Shields asked the editor of the Sangamon Journal to tell him the name of the writer, Lincoln took full blame for both articles.

Lincoln refused to take back anything that had been said.

At the first visit of Shields' seconds to his office, Lincoln was amused. When asked what would be his choice of weapons, Lincoln is said to have replied, "How about cow-dung at five paces?"

When Lincoln realized the seriousness of the challenge, he chose cavalry broadswords. The duel was to be across a plank 10 feet long and 9 to 12 inches wide. The place was to be within three miles of Alton on the Missouri side of the Mississippi River. Shields accepted the condition.

Many stories have been told of Lincoln's behavior on the trip to Alton, but the joke-cracking Lincoln was missing as a pensive young lawyer sat on a log before the duel began.

Gleam in Lincoln's Eye

One man's account of Lincoln before the duel is as follows: "I watched Lincoln closely while he sat on his log waiting the signal to fight. His face was serious. I never knew him to go so long without making a joke. He reached over and picked up one of the long cavalry broadswords, which he drew from its scabbard. Then he felt along the edges of the weapon with his thumb, like a barber reels the edge of his razor, raised himself to his full height, stretched out his long arms, and clipped off a twig from above his head with the sword. There wasn't another man of us who could have reached anywhere near the twig, and the absurdity of that long-reaching fellow fighting with cavalry sabers with Shields, who could walk under his arm, came pretty near making me howl with laughter. After Lincoln had cut off the twig he returned the sword to the scabbard with a sigh and sat down, but I detected the gleam in his eye, which was always the forerunner of one of his yarns, and fully expected him to tell a side-splitter there in the shadow of the grave—Shields' grave."

What was going on in Shields' mind during Lincoln's exhibition is not hard to imagine. A meeting of the seconds was held. Although no one knows what was said at this meeting, a statement was made to the crowd on the island that there would not be any duel and that "although Lincoln admitted writing the Rebecca letters," he had no intention of injuring the personal or private character of Mr. Shields as a gentleman or a man, and that Mr. Lincoln did not think, nor does he now think, that said article could produce such an effect, and not to gratify any personal pique against Mr. Shields, for he had none and know of no cause for any."

Waiting on the Levee

When the crowd waiting on the levee to hear the results of the duel saw the boat coming toward them, they expected to see a bloody corpse being carried off the ferryboat. Although the men in the boat were laughing and talking, members of the crowd, in their anticipation, thought they saw a corpse lying on the bottom of the boat. Several women fainted at the sight.

When the boat docked, Lincoln and Shields burst into laughter as the crowd pressed forward to see the "corpse." The corpse that the crowd surged to see was a log covered with a red shirt.

The two men walked off arm and arm, already regarding the "duel" as a joke.

A strong-word editorial commented on the duel in the Oct. 1, 1842, edition of the Telegraph. The editor said of area residents who flocked to witness the duel:

Editorial Attack

"We are astonished to hear that large numbers of our citizens crossed the river, to witness a scene of cold-blooded assassination between two of their fellow beings. It was no less disgraceful than the conduct of those who were to have been the actors in the drama. Hereafter, we hope the citizens of Springfield will select some other point to make public their intention of crossing the Mississippi to take each other's life than Alton. Such visits cannot but be attended not only with regret, but with unwelcome feelings; and the fewer we have, the better."

The caustic remarks of the Telegraph editor ended dueling on the island although the brief exhibition on the island has become part of the Lincoln legend.

Lincoln went on to serve in the legislature, in Congress, and to become president of the United States. Shields became a statesman — a United States senator, a great general in the Civil War.

When women first attained voting rights shortly before World War I, returns were tabulated separately so that the public could compare the stands taken by both men and women on various issues and candidates.

On July 13, 1787 Congress passed the Ordinance of 1787 providing for the organization of the Northwest Territory, of which Illinois became a part.

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CLOVER LEAF-HOME SAVINGS & LOAN ASSN.

The Clover Leaf - Home Building and Loan Association is a consolidated Association, consisting of the Home Building and Loan and the Clover Leaf Loan, which consolidation took place December 15, 1945.

The Clover Leaf Loan was organized in 1889. L. C. Keown was one of the early secretaries of the "Clover Leaf." Samuel W. McKittrick served as secretary from 1905 to 1938 and was succeeded by Oscar W. Schmidt.

The "Home" was organized in 1892. Joseph E. Edmonds was for a number of years secretary of the Home Building and Loan Association and was succeeded by Herman E. Wolf, Miss Anna Klingel, Paul Fiegenbaum and E. W. Haase.

The President of the Clover Leaf Loan was James L. Watson and the President of the "Home" was William G. Burroughs. The officers of the consolidated association were Oscar W. Schmidt, President; Arthur J. Dippold, Vice-President; E. W. Haase, Secretary-Treasurer, and all are serving at the present time together with Bernard H. Weber as second Vice-President. This consolidated association has grown from $1,105,906.15 to $8,777,037.22 as of June 30, 1962.

The Association offices were previously located in the Edwardsville National Bank Building and on July 3, 1948 moved into the present quarters at 148 N. Main St. The building before remodelling was owned and occupied by the Wayne Brothers Grocery.

Savings accounts as little as $1.00 are welcomed here as well as large accounts for the investor. These savings of the members are insured up to $10,000.00 by the Federal Savings and Loan Insurance Corporation, an agency of the U. S. Government. The Association is also a member of the Federal Home Loan Bank of Chicago.

The savings are invested in loans for the construction of new homes, for the purchase of existing homes, and remodelling of homes in the community, the very safest kind of security.

FIRST FEDERAL SAVINGS & LOAN ASSN.

The Association was organized under the Illinois Building and Loan Act as Edwardsville Loan Association and received a State Charter September 12, 1921. The name was changed to Edwardsville Savings and Loan Association on October 30, 1947, and to First Federal Savings and Loan Association on March 31, 1959; thus, becoming the first and only Federally chartered Savings and Loan in Edwardsville.

During the first year, the Association maintained offices on the second floor of the then Intelligencer Building at 110 St. Louis Street. In 1923, the office was moved to the Edwardsville National Bank Building where it remained until moving to its present home at 140 North Main Street in October, 1949.

Since organization the directors and officers have endeavored to operate the Association on a conservative and progressive basis ever-mindful that they are responsible for the safety of the savings funds entrusted to them. In order to further protect the savers, the Board secured membership in the Federal Home Loan Bank System and the Federal Savings and Loan Insurance Corporation of Washington, D. C. The F. S. & L. I. C. insures each savings account to $10,000.00.

That the management of the Association has maintained their objective of conservative management and safety of savings is attested by the fact that the Association has served over 7000 savers and has never missed paying a semi-annual dividend. Dividends are now paid quarterly.

It has a history of making conservative loans on well kept homes in Edwardsville and vicinity and has served over 5000 home owners during the 41 years of organization.

The Federal Home Loan Bank supervises the operation of and makes annual examination of member associations. It is also a source from which additional funds may be had for mortgage lending.

PEOPLE'S SAVINGS & LOAN ASSN.

Peoples Savings and Loan Association was organized in 1921 by men who believed there was a future in Madison County. Their foresight has proven correct. This Association has had a part in the progress of our great community.

The Savings and Loan industry throughout Madison County and the United States has had a tremendous growth. In 1946, total assets of savings and loan associations in the United States were $10 billion. At the end of 1961, total assets increased to $75 billion.

During 1961, 45% of home mortgage financing in the United States was made by the savings and loan industry.

Savings placed with us immediately go to work in our community. They provide employment for people in the housing industry. Their earnings are placed in circulation in our community for shelter, food, clothing and the necessities of life. The new home owners need rugs, furniture, appliances, etc. So, savings placed with us create more work, more income and a better community in which to live.

This Association is conservative because we adhere to sound principles of management. Your savings are safe. Safe, because we follow a strict policy of investing in only the soundest loans. Safe, because accounts are insured to $10,000 by the Federal Savings and Loan Insurance Corporation, an agency of the United States government. We have paid regular dividends on savings every six months at a rate we felt consistent with maximum safety. Why not open a savings account with us soon?

Approximately 60% of the families in our community own their homes and a vast majority of these homes have been financed by savings and loan associations. Insured savings and loan associations are specialists in home financing. Our staff knows this community and the home values. We have a financing plan to fit your budget at the lowest possible cost to you. See us first for your home financing.

Peoples Savings and Loan Association is proud to have had an important part in the development of this community. We sincerely hope that the next 150 years will be as progressive as the past 150 years.

Savings & Loan Associations of Edwardsville

MEMBER FEDERAL HOME LOAN BANK SYSTEM

INSURED

Southern Illinois University Growing Part of Madison County

Southern Illinois University was charted as Southern Illinois Normal University in 1869. In 1943 the General Assembly granted it the powers of a university, in 1947 changed its name to Southern Illinois University, and in 1949 placed it under a separate governing board of trustees.

Operated as a two year normal school for some years after its establishment, it became a four-year, degree-granting institution in 1907.

The university now has the following major instructional units: two colleges — Liberal Arts and Sciences, established in 1943, and Education, 1945; seven schools — the Graduate School, which has granted the master's degree since 1943 and the Ph.D. since 1955, Agriculture, Communications, and Fine Arts, all established in 1955, Business and Home Economics, both 1957, and Technology, 1961; three divisions — Area Services, Extension, and Technical and Adult Education, which includes a Vocational-Technical Institute started in 1952; and a Department of Nursing, organized in 1953.

The academic organization of the Edwardsville Campus, with its residence centers in Alton and East St. Louis established in 1957, comprises six divisions of instruction: Business, Education, Fine Arts, Humanities, Science and Technology and Social Sciences, each with a number of major four-year programs.

Courses of study leading to a master's degree in education, liberal arts, business, and fine arts may also be pursued at the Edwardsville Campus. Major study may be pursued in educational administration and supervision, elementary education, guidance, secondary education, and special education. Graduate minors are available in most business, fine arts fields, as well as in the education areas.

Research

Virtually all departments on both campuses pursue experimental or research programs — either supported by the university or by outside agencies. During the 1961 calendar year the dollar amount of outside support for staff projects rose to around $2 million.

Libraries

The university libraries' book collection, expanding at the rate of 50,000 volumes a year, is expected to reach 1,000,000 by 1970. A factor in this growth is the increasing number of books donated by friends of the university, many of which are difficult to obtain in the antiquarian book trade.

Enrollment

Last September saw an all-university total of 14,600 students enrolled on-campus — 4,300 of them at Edwardsville — and 650 in off-campus college credit courses conducted by university faculty members through the Extension Division. In addition, more than 10,000 adults participated during the calendar year of 1961 in non-credit courses in various vocational, technical, and general education fields.

University Institutes and Services

Cognizant of the contribution it can make to the economic, political and social enhancement of the area of which it is a part, the university provides various regional services. Currently serving special areas of interest through educational programs and advisory services are five institutes: Small Business, established in 1954; Community Development, 1956; Labor and Rehabilitation, both 1957; and Transportation, 1960.

The university operates an educational FM radio station (WSIU) and an education television station (WSIU-TV, Channel Nine) and provides tape network service to area radio and television studios.

Through its film library of nearly 5,500 motion picture films and many additional film strips, the university serves the needs of more than 800 schools and adult organizations.

A Cooperative Clinical Service Center brings clinicians and therapists of all kinds under one service roof to aid the handicapped, and an Employment Training Center prepares vocational evaluation and training for them.

Working with schools in matters of district reorganization, plant construction, curriculum, and other problems is an Educational Research Bureau.

A Local Government Center helps local government officials analyze and solve governmental problems, and Community Development Service assists communities requesting aid in enlisting the total participation of their citizenry in solving local problems.

To deal with special problems arising from the rapidly increasing percentage of urban population served by the university, a Public Administration and Metropolitan Affairs Program was initiated in 1960.

A Center for the Study of Delinquency, Crime, and Corrections, with staff members at both major campuses, was established this year.

National headquarters for outdoor education since 1961, the university maintains Little Grassy Lake Campus for outdoor education.

Regional Music Groups

Regional music groups formed under the leadership of university staff members include the Southern Illinois Symphony Orchestra, the Southern Illinois Oratorio Society, the Southern Illinois Youth Symphony Orchestra, and the Southwestern Illinois Chorophonic Society.

Development of New Campus in Southwestern Illinois

In September, 1956, some 200 representative industrial and civic leaders of Madison and St. Clair Counties met in Edwardsville to discuss the need for higher education facilities in Southwestern Illinois. Forming the Southwestern Illinois Council for Higher Education, they asked SIU to establish a branch in the area.

SIU President Delyte W. Morris answered that Southern could make no commitments without first seeking the cooperation of other interested schools and the consent of the SIU Board of Trustees.

Pursuing this idea of group institutional responsibility, SIU cooperated with the University of Illinois in sponsoring meetings during 1956 for discussion of possibilities for bringing university education closer to the people of Southwestern Illinois.

In October, 1956, the Council requested the SIU Board of Trustees to take the necessary steps to establish a branch of the university in the Madison-St. Clair Counties area.

The Board recognized the serious situation in regard to higher education facilities in the area and resolved to make accelerated provisions to relieve the situation as quickly as the necessary state and other funds became available.

New York University's higher education head, Dr. Alonzo F. Myers, who had conducted an exhaustive survey of the extent and nature of needs for higher education in the area, recommended that the immediate problem be met by setting up residence centers in Alton and East St. Louis, utilizing facilities available to SIU for the purpose. East St. Louis offered the use of its old high school building, and officials of 130-year old Shurtleff College scheduled to close in June, 1957, offered the use of its facilities.

In March, 1957, the Governor approved an appropriation of monies for development of a residence center program, and SIU centers were set up in Alton and East St. Louis, enrolling more than 1,800 students in September, 1957.

Less than two years after the opening of the residence centers, area citizens initiated a project to purchase and present a major campus site to the university. Final selection was made by the SIU Board of Trustees of a 2,600 acre campus site southwest of Edwardsville.

Initial purchase of acreage was made with funds contributed by individuals, firms, and organizations throughout the entire two-county area. Location of administrative and service offices for the Edwardsville Campus in transition facilities at the new site near Edwardsville was started in late 1959. Roughly 1,600 acres of the campus site have been acquired to date, including a 132-tract on which the first buildings will be erected.

Bids for the library, classrooms and faculty office buildings on the new campus were expected to be let in late summer or early fall.

Plans for administration, communications, and service buildings and a university center will also be completed and let out for bids later.

Except for the university center, the first group of buildings on the new campus will be financed with funds from the Universities Bond Issue, approved by Illinois voters on November, 1960, and appropriated by the state legislature last June, with the initial sale of bonds occurring last fall.

Plans call for the university center to be built with borrowed funds on a self-liquidating basis, with student fees and operating income being used to retire the bonded indebtedness.

The campus master plan has been designed to allow for an estimated growth in student enrollment from an initial 5,000 to about 18,000 students in the future.

Gyo Obata, principal in charge of design for Hellmuth, Obata and Kassabaum, Inc., has responsibility for designing the campus master plan and buildings.

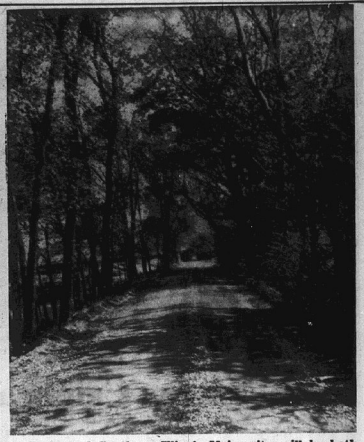
The totality of the Edwardsville Campus advantageously provides the university with adequate space necessary for the planning and development of an orderly education program, according to President Morris.

Presently operating from offices on the new campus site are Morris, who divides his time between Carbondale and Edwardsville; Vice President for Operations, Clarence Stephens; Dean of Instruction William Going; Head Librarian John Abbott; Registrar and Director of Admissions John Schnabel; and Director of Business Affairs Eugene Peebles.

Also located on the new campus site are staff members of the general studies and industrial and technical programs; the alumni, architectural and personnel offices; the data processing and computing center; the legal counsel; the physical plant; information, photographic, textbook rental, printing and art services; auxiliary and service enterprises; and a representative of the SIU Foundation.

Target date for the holding of first classes on the campus site at Edwardsville is 1964.





THE VASTNESS AND THE BEAUTY—The 2,600 acre campus of Southern Illinois University will be both vast—to accommodate future generations and will maintain its native beauty—to satisfy the aestheticians. What is now acreage of wheat will soon be acreages of buildings. What once was a quiet country lane will remain such only it will lead to class rooms rather than a farm house. (SIU Photos by Charles Cox)

Is Woman's Place in Home Or in World?

In comparing the old and new and looking back over the events of history one notices quite sharply the immense change not only of the customs of society but especially of women in society.

"The time will come of course ...when women's marching days will be over and she will have the rights she is now working to secure, when her sphere will not be fixed for her activities any more than they are for man's," wrote a female columnist in 1913 with the suffrage campaign.

Heated controversy was to be expected, for giving women the right to vote would be changing the place of women in society. And, although females were no longer dominated by the opposite sex as in centuries before, they were and still are generally considered subservient to their husbands. After all, the woman's place was in the home and the intellectual side of life was suited only to her husband!

Dr. Henry Adler, a Chicago physician, believed exactly that. "The modern woman has sacrificed every traditional ideal upon the altar of commercial aristocracy and is choking herself to death in the temples of commercial happiness with jazz, cocktails, cabarets and indecorous excitement." His solution lay "in the restriction or complete banishment of the woman from commercial industry and restoration of distinctiveness of social groups and sexes." Work gave not as much enjoyment as the love in cooking, he wrote in 1928.

Nonetheless, an editorial cartoon in June of that same year depicted a stork coming across the ocean carrying Ehrhart underlined with the comment "It's a girl."

Today, women share the pioneering positions of men in science, business, and other fields but still keep the home.

In early pioneer days wives shared the toil and defense to survive with menfolk. Lucreatia Gilliam, it is told, could aim a rifle as good as any of the men in these parts and got her share of squirrels and Indians too. The Gilliams were early settlers in Madison County.

Letitia White Robinson who traveled to Illinois from North Carolina in 1815 and to Madison County in 1830 with her husband and five boys exemplifies the women of the wilderness. Her boys followed a plowed furrow diagonally across an 80-acre tract to the school house. It was a path so the youngsters wouldn't get lost on the prairie. However, snakes found the furrow and decided to take it over for sunbathing so Letitia Robinson walked the boys to school every day, and in the evening met them again at the school house and walked them back.

Women managed to meet others at their church or for a quilting bee or to serve a supper. Occasionally later on she read a newspaper and then aid societies were founded and auxiliaries to their husbands' and brothers' lodges started. Even the Madison County Horse Thief Society had an auxiliary.

In 1962 every church has its ladies' aid, and other societies, such as the Business and Professional Women's Club, are so very numerous it is impossible to list them.

18 Houses Built In Alton in 1831

In 1831, 18 houses were built in Alton, two of which were log cabins. In 1832, 39 houses were built, 28 of which were frame and eight brick. Fifty houses were built in 1835 and 52 in 1836.

Men in the militia on August 1, 1790, received a claim to a hundred acres of land.

The first county recorder was Christ Kunneman, 1900.

Ague Plagued Forks of Wood River in 1875

Sickness on the forks of Wood River stream had become a great problem in 1875, and the Telegraph recorded that quinine had become a staple diet among the inhabitants of the area.

The Telegraph of Oct. 7, 1875, recorded that quinine was taken for the prevention and cure of malaria, or ague, as it was called.

Said the Telegraph:

"A gentleman, who has resided in the 'forks' for the last 40 years, informs us that the 'shakes' this year exceeded in ferocity and universality anything in his experience. He states that there is not a single family in that section that has not had one or more ague patients during the season. The cause of the general sickness is found in the wet summer, the rank growth of vegetation, the overflow of Wood River. Of course, all branches of farm work are much delayed by the untimely visit of the ague."

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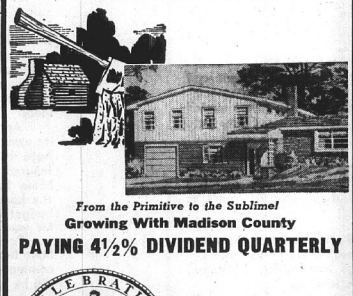
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Publix Great States Theatres

WILDEY GRAND PRINCESS

ASSETS OVER SIX MILLION DOLLARS

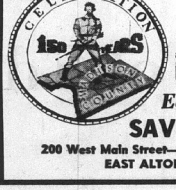
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200 West Main Street—Across from City Hall

EAST ALTON, ILLINOIS

Schools in Madison County Have Become Modern Complex

(A brief history of the schools of Madison County prepared by Mr. Birkhimer with the cooperation of George T. Wilkins, Superintendent of Public Instruction, State of Illinois.)

Throughout the history of Madison County, records show a continuing high appreciation of the values of good education.

In 1804, almost as early as records show the arrival of white people in the area now Madison County, Casterline's School was established near Collinsville. John Bradsbury is said to have been the teacher. Some accounts say James Bradsbury. In 1805 a school was "kept" at Six Mile, Nameoki Township, and in 1807, one at Edwardsville.

In 1812 school was held in Chilton Fort, Township 3-6. Very few schools are known to have existed in Illinois prior to these in Madison County.

It is likely that schools of some nature were organized and available earlier than this. No official records were kept, and attendance was irregular. School kept irregularly for a few weeks each year.

Earliest Schools

The earliest schools were kept in homes, churches, forts, warehouses, even smokehouses and dooryards. In 1814, in Township 4-6, a school was "kept in Isaac Ferguson's smokehouse."

When a neighborhood needed a school building, a one-room log structure, without chinking, windowglass or chimney, was erected. Men met and raised the building in a day or so, and simple tools were sufficient. Puncheon floors, if any, were rough and splintered. Puncheon benches and stools must have made comfort impossible and behavior difficult. Discipline was extrinsic and harsh. Means to heat the building came in later years.

Teachers were poorly schooled, hard to find and poorly paid. Books were scarce. Nonetheless, the county exhibited leadership in Illinois.

The development of public schools generally followed this pattern: subscription schools, public schools, free public schools, graded free public schools, high schools.

Little can be learned of the subscription schools; public schools began at the turn of the nineteenth century in Illinois; and the first free public schools in Illinois was begun in Alton in 1821.

Other than the general provisions of the Ordinance of 1787, no laws provided for schools until the Ennabling Act of 1818. Specific state law provided for free public schools in 1825. This Fourth General Assembly legislation permitted tax support. The laws were weakened by the Sixth General Assembly and improved in 1855.

Free School System

The Constitution of 1870 provided for a system of free schools. Madison County's people were progressing in school development far ahead of the State of Illinois and its laws.

In 1837, Alton's city charter provided for free public schools. Action to establish such schools began in 1842. In 1843 an appropriation was made, and in 1845 the school was opened. A Board of Education was created in 1859, and a change in the charter in 1864-65 allowed for graded schools and a high school.

Five schools were built: a total of 8 rooms, and in 1866 a ten-year course of study (two high school years) was in operation. The development in Alton is somewhat typical of the pattern in the county and in Illinois. It is significant that the action was early, and was good.

Parochial schools developed, too. From the early visits of Jesuit Fathers in the 1700's, teaching was done. Early efforts were wholly autonomous and records are difficult to find. In later history, recognition by the Office of Superintendent of Public Instruction has been considered valuable, and statistics are available. Ursuline Academy was established in 1859 and blessed in 1863, under the guidance of Bishop H. D. Juncker.

In the 1961-62 school year 7219 students were enrolled in private elementary schools and 1016 in private high schools in Madison County.

Midpoint between 1804 and 1962 is 1883. The Fifteenth Biennial Report of the Superintendent of Public Instruction (1882-1884) show that James Squire was Madison County Superintendent of Schools and that 134 schools in 121 school districts employed 210 teachers. They enrolled 10,023 pupils. All schools operated 110 days or more. Although there were nearly 400 log schools in Illinois and each of seventeen Illinois Counties had ten or more, none was left in Madison County. There were 95 frame buildings and 39 of brick. Teacher salaries ranged from $12 to $270 per month for Illinois and averaged $39. In Madison County the range was $25 to $150 and the average was $38. The salary of the County Superintendent of Schools was $800 per annum.

Private schools in the county enrolled 2326 pupils.

New Districts

In the years between 1947 and 1953 the reorganization of Madison County public schools, under the leadership of County Superintendent George T. Wilkins, now Superintendent of Public Instruction for the State of Illinois, reduced the number of school districts from 135 in 1947 to 15 in 1955, and the number of one-room schools from 92 to none. Average daily attendance in 1947 was 24,000. In the 1960-61 school year the 15 districts had an average daily attendance of 44,000.

The fifteen school districts include two elementary districts, one high school district and thirteen operating twelve grades. Citizens of the County in this process of re-organization demonstrated again their progressive leadership and their willingness to support good education.

Higher education in Madison County dates from 1832 when Rock Springs Academy, established in 1827, moved to Upper Alton. It was chartered in 1833 as Alton Seminary, later was called Alton College, and in 1836 was named Shurtleff College, after Benjamin Shurtleff, M.D., a donor. One source dates the charter as 1835, when Alton, McKendreean, Illinois and Jonesboro Colleges were chartered by the Legislature.

Monticello College was chartered in 1840, but had begun operation in 1838. Captain Benjamin Godfrey established the school for the better education of female students. It was and still is a two-year liberal arts school of high quality.

Public higher education became a reality when Southern Illinois University established its Southwest Branch to serve the Madison-St. Clair Greater Metropolitan Area. Operating on a dispersed temporary campus, the University is making rapid strides to provide the capstone for educational efforts in the county.

Madison County has not relinquished its historical leadership in providing for the boys and girls of Illinois the best educational opportunity which ingenuity and operational efficiency can provide.

It would be foolish to claim that the job is done; that the present status is ideal; that much does not remain to be done. It is not likely that people who have led so well so long will be willing to quit now. But there is much to do which Madison County can point with pride in the present organization of its schools.

People have shown their ability to plan and think big. Seven of the twelve unit districts in Madison County rank in size of total school population among the twenty-five largest school districts in Illinois. Good administration, excellent instruction, broad choice of curriculum and economy of operation are provided by such organization.

The boundaries of the two elementary districts combined are exactly those of the one high school. This encourages the maximum effectiveness of school operation which can be achieved in dual systems.

The financial base of every school district is adequate to support a sound program of education.

Counseling and guidance are provided in every district. All have taken advantage of economies of cooperation and the use of federal funds available through planning under the National Defense Education Act.

The N.D.E.A. has been implemented to improve instruction in foreign languages, mathematics and sciences.

Services of school psychologists have been insured by cooperative efforts of all districts, with costs pro-rated on the basis of average daily attendance.

Professional leadership and administrational effectiveness are of high quality. Regular sessions of administrative forums involve all administrators of the fifteen districts and Mr. Wilbur Trimpe, County Superintendent of Schools. These are well-attended.

Development of the 6-3-3 plan of school programming and organization is further along than in most of Illinois.

Madison County was one of the earliest spots of interest in the development of public community junior colleges.

All of these plans and efforts are meant to broaden the educational opportunities for boys and girls in Illinois. Dedicated school men believe they will. The people of Madison County are living up to their reputation and record. They still provide leadership in improving schools.

(The information for this article was obtained from the files of George T. Wilkins, Superintendent of Public Instruction for the State of Illinois; the Journal of Illinois State Historical Society; "History of Madison County" 1882 by W. R. Brink; "A Centennial History of Madison County" 1912 by W. T. Norton; materials in the Madison County Historical Museum; files in the office of Wilbur R. L. Trimpe, Madison County Supt. of Schools and back issues of The Edwardsville Intelligencer.)

Oldest Bank in County Doing Business 126 Years

By J. HOMER KENNEDY
Of the First National

The year was 1836. On the second day of February in that year the Alton Marine & Fire Insurance Co., commenced business on State Street on the site of the building now called the Lincoln Hotel, with a service comparatively new to Alton residents.

That was a long time ago, during the formative period of our city's history — before Alton could boast of either electricity or a municipal water supply; before Lincoln and Douglas brought us nation-wide recognition with their debate; before Alton had even cherished the hope of a railroad bridge connecting us with our Missouri neighbors. In short, that was long before progressive plans to make Alton a metropolitan center were ever conceived. That was the Steamboat Age, the time of heated land-title disputes, that rugged epoch in Alton history when Indian braves still were scattered in the wooded and more secluded sections. It was the romantic era, too, when the "ladies of the hour' were setting fashion trends with bustles and leg-o-mutton sleeves, and when their gallant gentlemen were rolling along the main thoroughfares in stage coaches and other horse-drawn vehicles—or riding horses.

Community Demands

Such was the historic setting when B. I. Gilman and Ebenezer Marsh arranged for the incorporation under a Special Act of the Legislature, of the Alton Marine & Fire Insurance Co. Soon after, the requirements of the community demanded a place of deposit for the cash of determined merchants as well as facilities of exchange to enable the payment of indebtedness elsewhere, and, in this way the little insurance company entered into the field of banking until it became a major part of the later named Alton Bank.

In 1852, the Alton Bank was organized under the General Banking Law (approved by Illinois legislature in 1851), and Marsh, former secretary of the insurance firm, became president and Samuel Wade and Thomas A. Caldwell, both esteemed citizens, were named vice president and cashier, respectively.

Withstands Panic

For many years this institution withstood the panic and hysteria significant of that era; it watched the great Civil War take form and launch into an intense struggle for the rights of man. Later, in 1865, the Alton Bank and another operating institution in the city Alton Mutual Insurance & Savings Co., qualified under the National Bank Law. The Alton Bank changed its name to Alton National Bank and the insurance company became First National Bank. The officers of the new Alton National Bank remained unchanged and Isaac Scarritt was named president of the new First National with D. D. Ryrie, Cashier. In 1875 the First National erected an ornate two-story brick building, fully equipped to the needs of the period, today the site of the remodeled structure housing Paul's Fabrics at State and W. 3rd Streets. Alton became more and more desirable for financial expansion what with the appearance of new factories and the enlargement of old ones, and both these banks were noted for their stability and growth. However, in 1882 the First National sold its business and building to the Alton National which, for a short time, was the only operating bank in the city. In the same year Alton Savings Bank was organized with J. E. Hayner, president and G. A. Joesting, cashier. Another prominent person of that day, O. S. Stowell, became president of Alton Savings Bank upon Hayner's death in 1903. After a successful term as a leading financial institution, this bank, in 1926, through merger, became a part of Alton National Bank.

Future Bright

The years passed on . . . Alton was growing . . . there was a municipal water supply and other new conveniences made possible through electricity; the quill was gradually being replaced by the adding machine; dirt roads were replaced with brick streets; the stage coach was gradually being discarded for the new electric cars; people were talking of elevators and such. Out in New York State new and greater things were happening daily . . . the future looked bright, wanting, and secure. Alton was proud of several banking institutions. It was then, in May of 1899, that Citizens National Bank was organized and staffed by August Schlafly, president, Lucas Pfeiffenberger, vice president, and Charles F. Stelzel, cashier.

The first business location of Citizens National Bank was at the corner of Broadway and Piasa Street, in later years replaced by the fine structure, now the offices of the Home Savings & Loan Assn. In 1902 William Eliot Smith became president of Citizens National and G. A. Joesting, cashier. Upon the death of Smith, George M. Levis became its president.

Consolidates

As the years progressed, both Alton National and Citizens National prospered. Alton National had erected a large seven-story building at the corner of Third and Belle Streets. In 1930, a consolidation of the two banks was decided upon and on May 19, 1930, they began business under name of the First National Bank & Trust Co. in Alton, in the building erected by the Alton National Bank in 1925, which today houses business and professional offices.

Charles A. Caldwell was the first president of the newly organized bank and served in that capacity until illness in 1943 required ease of responsibilities. He continued, however, as a director until his death in 1947. E. W. Joesting was its first cashier. L. A. Schlafly became president of the bank in 1943 and served in that position until his death in 1956. The presidency of the bank was then filed by another member of one of Alton's pioneer families, Robert H. Levis II, who served until 1960 at which time he became board chairman.

M. Ryrie Milnor, great-grandson of the late D. D. Ryrie, then became president and serves in that capacity today. At the same time, George M. Ryrie, grandson of the present bank's first president, the late Charles A. Caldwell, was elected executive vice president, the position he holds today.

Daniel Webster Visited Alton In '40 Campaign

In 1840 the celebrated Daniel Webster visited Alton. He was then a candidate for the Whig nomination for president.

He was banqueted at the Alton House, then on Front Street. Champagne flowed freely, Norton's history says, and Webster afterwards made a "speech from the porch where he was said to have maintained equilibrium by holding on tightly to the railing."

He missed the nomination, however, which went to Gen. William Henry Harrison. The latter was elected in the great "Tippecanoe and Tyler, too" campaign which followed. Harrison died April 4, 1841, just a month after his inauguration.

Capt. Bruner Headed Alton Trade Board

Capt. John A. Bruner was president of the first Board of Trade, organized in Alton in 1866. Other officers were: Eli T. Hollister, first vice president; James Newman, second vice president; S. Williams, recording secretary; J. C. Doblebower, corresponding secretary; L. A. Parks, treasurer.

Directors were H. G. McPike, John S. Topping, W. T. Moller, John Seaton, E. M. Crandal, and Silas W. Farber.

Following are the committee members of that year:

Trade and commerce — F. Wendt, R. W. Hawkins, H. Weaver.

Manufacturers—E. Washburne, S. F. Connor, J. T. Drummond.

Public Improvements — Capt. E. Hollister Jr, A. S. Barry, L. Pfeiffenberger.

River and harbor—Capt. George E. Hawley, Austin Seely, F. J. Shooler.

The Board of Trade met every Friday evening in the City Council Chamber in City Hall.

The Board of Trade carried on for many years. Until about 40 years ago, the body functioned under that name, then was succeeded by Alton Chamber of Commerce. The Chamber of Commerce after some years lagged. The present-day Greater Alton Association of Commerce was organized in April of 1946, when a temporary board of directors was named. The first president of the GAAC was City Court Judge I. H. Streeper.



TROY TRIBUNE—A 19-year-old college student came to Troy, Illinois, several years ago to start a newspaper which had become a defunct operation in that town. Today, Paul Simon has moved his one-paper operation into several newspapers; has served with distinction in the House of Representatives for several years; and will be seeking the State Senatorship in November being vacated by State Sen. James O. Monroe Sr. of the Collinsville Herald. (Intelligencer Photo)

Newspapers In Troy Date Back To 90 Years

The first newspaper in Troy, the Commercial Bulletin, was issued on April 20, 1872, with James N. Jarvis, the editor.

It was the first of seven newspapers in the Troy community.

Jarvis — the first publisher — was related to the Jarvis for whom the township was named.

The Commercial Bulletin soon became the Troy Star and in 1894, J. F. Edwards and August Droll, purchased it. They changed the name to the Weekly Call.

In 1897 it was then sold to B. W. Jarvis, who changed the name of the paper to The Troy Call. Jarvis ran the paper for 51 years. When a fatal illness struck, Jarvis closed the doors of the newspaper and for several months Troy was without the services of a newspaper.

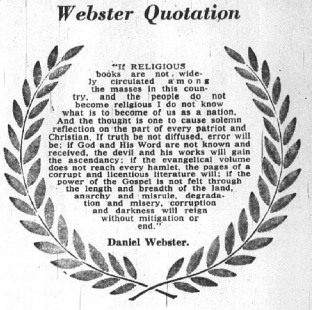
Then the Troy Lions Club contacted Paul Simon, who was then a 19-year-old junior at Dana College in Blair, Nebraska. They asked him if he would be willing to take over the paper and try to make it go.

He did.

During Simon's years as publisher, the newspaper has been involved in many campaigns — to rid the county of wide-open gambling, to get city sewage, as well as other campaigns — some successful, some not successful.

Following his election to the Illinois House of Representatives, Simon formed a corporation with two of his employes, Ray Johnsen and Elmer Fedder. It is called the Troy Publishing Co. Inc. Johnsen serves as editor of the newspaper and Fedder is now editor of the newspaper in Metamora.

Webster Quotation



Madison County's Largest Selections of Religious Books and Church Supplies are available at

ALTON BIBLE and BOOK STORE
2808 E. Broadway — ALTON — Dial HO 2-9091

WOOLWORTH'S
OUR ALTON STORE!
THIS STORE OPENED IN 1909!
OUR EDWARDSVILLE STORE!
THIS STORE OPENED IN 1915!
OUR GRANITE CITY STORE!
THIS STORE OPENED IN 1916!
Woolworth's is Very Proud to Have Grown with Madison County!
YOUR MONEY'S WORTH MORE AT WOOLWORTH'S

Home Owned Home Operated



Serving the Area For More Than 27 Years

It is with great pride that we participate in the Sesquicentennial observance of Madison County. We have contributed, if only in a small way, to its growth and on our . . .

27th Anniversary

we take pleasure in expressing sincere thanks to all our many friends and patrons who have made our success possible,

Let us pledge ourselves to continued progress and may the next 150 years be as favorable to our children and their children as it has been to us.

Shearburn's
Quality Ice Cream and Ice Cream Products

A Man's Dream Became College



Looming above Scarritt's Prairie (now Godfrey) in the summer of 1835 was the $53,000 seminary building begun in January by Benjamin Godfrey. Curious pioneers traveled far to see the large stone building, modeled after Nassau Hall at Yale, and to picnic on its spacious lawn. The dubious soon nicknamed the structure "Godfrey's Folly" and "Godfrey's Barn."

To Godfrey, it was neither folly nor barn. The ex-sea captain was seeing the realization of a long-cherished dream. Like many others on the new frontier, Godfrey hoped higher education would come rapidly to the prairie. He, unlike others, desired such education for women.

At the time most women had only an elementary knowledge of reading and writing. As father of eight daughters, Godfrey clearly saw the need for educated women. He is often quoted as saying, "When you educate a man, you educate an individual; when you educate a woman, you educate a family."

The Rolling Prairie

Godfrey carefully searched for a location and an educator to carry out his plan. The location was on the rolling land of Scarritt's Prairie. As a successful capitalist and businessman, Godfrey looked ahead to the future growth of his dream school and the town which would grow up around it. He bought large sections of land in anticipation of such growth.

The educator was found when Godfrey met Theron Baldwin. Baldwin was one of the famous Yale Band, seven dedicated men who came west to further religion and education. The members of this band founded Western Reserve University, Beloit College, Wabash College, Illinois College, and Monticello, the only women's college of the group.

By April, 1838, the "female seminary" was ready to open. The 16 students studied a program modeled on the curriculum of Yale. Advanced mathematics, chemistry, astronomy, geology, mineralogy, logic, political economy, and moral philosophy stimulated the minds of those young women. Needlework and music were added to the Yale-modeled program."

Named for Monticello

Godfrey's Seminary became Monticello Seminary for Women in 1840 when it received its charter from the state. In that same year Godfrey handed the control of the school over to a small self-perpetuating board of trustees. The first class graduated in 1841. Some sources say the college was named after the Virginia home of Thomas Jefferson.

Theron Baldwin contributed his idealism and enthusiasm to the organization of the school, but in 1843 he resigned to work with an association of all newly-formed western colleges. Miss Philena Fobes, who had been on the faculty, became principal. She served the school for 22 years.

Under Miss Harriet Newell Haskell, who was principal for 40 years from 1867 to her death in 1907, the great expansion era of Monticello began. She took over leadership of the institution at a time when both school and country were deep in the depression that followed the Civil War.

Miss Haskell's administration survived the depression only to be confronted with an even greater challenge. In 1888, fire destroyed the main building. The $375,000 damage was covered by only $70,000 insurance. Yet, only 60 days after the disaster, a temporary building, soon nicknamed "Knotty Hall," was erected. The 89 students returned to classes. Nineteen months after the fire, the present main building, Caldwell Residence, was dedicated.

Miss Haskell's Leadership

When Miss Haskell came to Monticello, the campus measured only 48 acres. At her death, it had been enlarged to almost 300.

Following Miss Haskell, came Miss Martha Frickson. In her eight-year administration large gains were achieved. In 1916 Fobes Hall was constructed to house classrooms and administration offices. The swimming pool and gymnasium were added. In 1917 Monticello was recognized as a junior college although the name "Monticello Seminary" was used until 1935.

Miss Harriet Rice Congdon established separate college and preparatory school curriculums during her administration from 1918 to 1935. The Fine Arts Building, dedicated to the memory of Edward P. Wade of Alton, was constructed.

Since 1935, four excellent educators have served as president of Monticello. Dr. George Irwin Rohrbough, who followed Miss Congdon, served from 1935 to 1945. On June 15, 1945, Dr. John Ripley Young became Monticello's seventh president. Russell Throneley Sharpe was president from 1953 to 1958. Today Monticello is under the progressive leadership of Dr. Duncan Wimpress.

Modern Progress

A parallel to the great expansion program under Miss Haskell can be found in the administration of President Wimpress. Monticello's "Program for Progress" is evident in every phase of education at the school.

Academically the college has developed the "two-year-concept." Monticello has examined its role in American education. The traditional emphasis on the individual student still remains, but the stress is on the transfer rather than the terminal program. In its direction toward excellence, the college offers a solid liberal arts program which is transferable to any university.

To maintain this excellence the college is one of the few junior colleges to require College Board Examinations for entrance. The high percentage of PhD's on the staff is far above that of most two-year colleges.

The administration is constantly considering additions to the already broad liberal arts program. Recently German, geology, genetics, and philosophy have been added. In 1958-60 the honors program was initiated. This tutorial system was first among junior colleges, but now some 20 have adopted Monticello's plan or a modified version.

The direction toward excellence goes beyond the academic program. During the past three years the physical plant has been undergoing renovation. Among the improvements invisible to the casual visitor are the new sewage plant and the heating system which includes a high pressure water system. Throughout the campus painting and landscaping has been completed. The traditional tree-planting ceremony is continued each year.

A more apparent advancement is seen in the recently completed cross-country riding course. The gently rolling woodlands, envisioned in Capt. Godfrey's expansion plans, are the setting for the almost two miles of picturesque trail.

The remodeling of Gilham House for dormitory use increases the housing capacity to next year's total enrollment prospect of 325. The new internal dial telephone system facilitates communication in the buildings.

'The Olins' Gift

The most spectacular improvement is the construction of Hatheway Hall, which is scheduled for completion in 1963. The culture center will feature a 1,000-seat auditorium with drama and concert facilities as well as Olympic-size swimming pool, drama shops, faculty offices, gymnasium, and classrooms.

The $2 million project is the gift of Mr. and Mrs. Spencer T. Olin. The building itself will cost more than a million dollars, and corollary facilities and furnishings will cost another million. Hatheway Hall was named for Mrs. Olin's mother. The structure is not just an academic building—it is the addition of a new concept in the community.

Dr. Wimpress comments on the new building: "We at Monticello are most anxious that the citizens and organizations of this area utilize this new cultural center whenever possible. Hatheway Hall will provide a dramatic illustration of the long standing and close tie between Monticello and the community of which it is a part."

Alton names have been in the forefront of the Monticello progress story—Wade, Rodgers, Caldwell, Olin, and others.

This is the 128th year of close friendship and co-operation between Monticello and the community. It is a friendship which began when an early leading citizen of the area, Benjamin Godfrey, brought a new concept to the community and to education by establishing Godfrey's Seminary.



THE CHANGING SCENE—In the upper photo coeds are shown resting on the campus of Monticello College during the days when skirts scraped the ground. In the bottom photo the Coeds of 1962 are shown with skirts just hitting the knee, a style which probably would have made grandmother blush but are a more than acceptable style in 1962. (Telegraph Photos)

Prices Just a Bit Lower in 'Good Old Days' Than Now

The value of the dollar isn't what it used to be, but nonetheless one might still compare the market prices of "then and now."

Suppose company were coming on April 16, 1928. The homemaker would hop into her Model T and zoom down to the grocery store. Prices would look like this:

Potatoes 6c a pound.
Coffee 25c a pound.
Lima beans 3 cans 29c.
Veal chops 19c a pound.

And, of course, the house must be "spick-and-span" so a fresh bar of soap in the bath room costs only one buffalo (nickel).

In 1900, four more cents added to that 6c for a pound of potatoes would have gotten the "Mrs." a peck of that staple commodity.

But then, she might not have hopped into her Model T. She might have ordered by phone, as a newspaper ad induces her, "instead of spending an hour in a trip to the market she makes better use of her time by getting housework done early." Which she certainly would have to do if company were on their way.

Then she could prepare the meal on a full porcelain coal range, or maybe a gas range that had "smooth, boltless front, concealed flue connections and especially designed nonclogging burners." That is, after the hostess had taken her food from her refrigerator which the advertisement said was "incredably white" which you couldn't hear start, stop or run.

Major topic of discussion in Madison County during part of 1910 was the sighting of Halley's Comet.

The photos on the cover page are as follows: Upper left — Monticello College, Godfrey; upper right —The Mexican Ensemble from Granite City which toured Mexico this summer; middle—the planned core of the 2,600-acre campus of Southern Illinois University at Edwardsville; lower left — The Edwardsville Municipal Band which is observing its 50th anniversary this year in an evening concert; lower right — Western Military Academy in Alton.

Bloomers for Women Caused Furor in '52

No style in women's dress ever shocked the fashion world as much as the appearance of bloomers. Only the most daring young ladies would venture to be seen in public in the new garb — invented, strangely enough, by the daughter of a hoop manufacturer.

By 1852 the style was becoming more accepted. In November of that year the Alton Telegraph gave a glimpse of what the fashion world was in for in 1853.

The article said the style differed little from the usual dress, "excepting in the length of the skirt and bodice, and in giving room to breathe freely, and depending on muscles instead of whale bone for support. And this we consider all important whether the skirt be long or short."

This new fashion, the article said, "affords the only hope that spinal complaints and many other diseases incident to females will be eradicated. The infernal multiplicity of skirts, bearing solely upon the hips and abdomen, is ruining our women. The suspenders are bound to win, ultimately, in spite of all opposition through prejudice, false delicacy and fashion may postpone the day for a few years."

"We are happy to know," the article continues, "that suspenders are now worn to considerable extent, and they will be generally adopted when their advantage becomes known."

"The prettiest style of cloak for a short dress is a full circle, or Spanish cloak. The sacque looks well and is very convenient, as it leaves the arms free."

"Bonnets and hats are worn. If a bat, the beaver is preferable, through they be made of silk or velvet."

The ladies of the 1850's should have been introduced to the bikini —it certainly reduces the strain on the hips and abdomen.

'Hunterstown' Was Rival of Easton's Alton

The near east end section of Alton, long called "Hunterstown," was founded by Maj. Charles Hunter, and rivalled Easton's Alton. In November of 1819, Maj. Hunter advertised as follows in the Edwardsville Spectator:

"The subscriber has just finished large and commodious buildings, suitable for public entertainment, in the town of Alton, on the bank of the Mississippi, near Fountain Ferry, on the main road to Boone's Lick and Salt River. He is disposed to let them on moderate terms, when suited with a tenant. From its local situation there can be no doubt of its becoming one of the best stands in the state."

Housing is Guided by Commission

Since its creation in October, 1939, the Madison County Housing Authority has worked in cooperation with the federal government and local communities to erect low-rent housing projects in areas of pressing need.

Starting with the 81-unit Ferdinand A. Garesche Homes in Madison in 1941, total permanent housing will reach 1,000 units in 1963.

Developments are valued today at $8 million. The dwelling units bring in an annual rent of $412,000, most of which is used for upkeep and wages of 25 maintenance and management employes.

Although the housing authority is exempt from local and state taxes, Executive Director D. F. Braner estimates the authority has made payments of over $105,000 in lieu of local property taxes in the past four years.

The authority operates by borrowing federal money to initiate a project. This is repaid through local sale of revenue bonds, and the bonds are paid off with rental income.

Projects Being Built

Under construction are 72 and 74-unit high-rise structures for the elderly at Alton and Collinsville. Plans also call for a complete urban renewal program in Collinsville.

The authority also cooperates with a Madison County area study commission considering urban problems, among them housing needs.

Built prior to 1962 were the 37-unit Viola Jones Homes, 63-unit Lee Wright Homes and 100-unit Venice Homes, all in Venice; 100-unit Northgate Homes, Collinsville; and 150-unit Isaac B. Curran Homes and 100-unit John J. Sullivan Homes both in Alton.

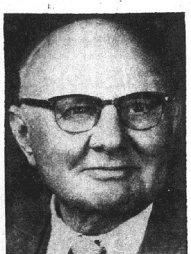
During World War II, the Authority operated 50-unit homes in Madison and Venice, 25 units in Collinsville and 30 units in Alton as emergency housing for returning veterans. It also rented 50 units of trailer housing for Edwardsville radiator factory employes.

Central offices are maintained at Washington Avenue and Market Street in Madison, with individual offices at each housing site.

Members of the commission are: D. F. Braner, executive director of the authority for over 20 years; Herman von Meyer of the Illinois State Bank at Alton, executive secretary; Joseph Bergrath, Venice township assessor, first vice-chairman; John C. Fallon, executive director of the construction contractors' association, second vice-chairman; Donald McLean, Shell Oil Refinery; and James Chapman, county recorder of deeds, commissioners. Fred P. Schuman is housing authority attorney.

The actual entering of land began in Madison County in 1814, when the lands had been surveyed up to the fifth township line.

In Memorium Of My Dad



JOHN EDWARD MARKS
PIONEER UNDERTAKER
1872 - 1962

The name Marks has been a familiar name in the Madison County Funeral Business for 61 years.

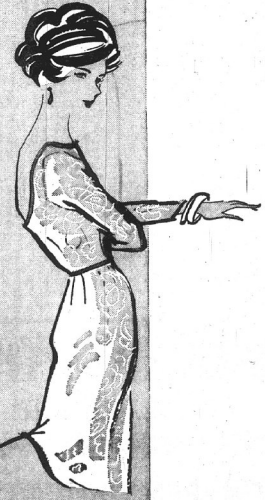
LESLEY MARKS
FUNERAL HOME
210 N. KANSAS EDWARDSVILLE

30 YEARS OF FRIENDLY "PIASA" SERVICE IN MADISON COUNTY

We at Piasa Motor Fuels salute Madison County on its 150 years of growth and service. We feel, that through our 30 years of friendly service we have attributed to this growth.

PIASA MOTOR FUELS
HUMBERT ROAD AT BELTLINE

FOR FASHION-MINDED WOMEN OF MADISON COUNTY



Libson Shops
YOUR SHOWCASE OF FASHIONS

Libson Shops



LIFE begins at 150



While Madison County is celebrating its 150th anniversary, we at Libson are celebrating the birth of three beautiful new shops in Madison County.

We feel fortunate in being able to join with Madison County just in time to begin a second sesquicentennial of progress.

We believe that the years ahead will be, by far, the greatest the county has seen . . . and pledge to do our part in keeping the wheels rolling.

134 North Main Street
Edwardsville, Illinois

119 West Main Street
Collinsville, Illinois

19th and Edison Street
Granite City, Illinois



MADISON COUNTY—At one time some historians had recorded that Madison County went as far as the Canadian border. However, recent histories and research has fairly well established the fact that Madison County only embraced the area as far north as the Wisconsin border when it was founded in 1812. Pictured above is Madison County, 1812, and the present counties that it embraced at that time.

Madison County at One Time Included Almost The Entire State Area

(The following account of Madison County history was taken from the Gazeeteer of Madison County written and published by James T. Hair in 1866.)

The County of Madison, so named probably after the President of the United States, during whose administration it was organized, lies just below the 39th degree of north latitude on the west of Illinois. The Mississippi River is its western boundary; the Missouri entering the former stream nearly at a right angle pours in its great flood of waters opposite, and the Illinois adds its stream a few miles above. No interior portion of America is more favored by nature with access to the water courses of trade, than the region lying on the Mississippi between the mouth of the Ohio and the Illinois. The Mississippi Valley is the garden of the world and this is its center.

Illinois Country

For a proper understanding of the history of Madison County it may be well to insert a preliminary sketch of the history of the whole region once known as the "Illinois Country."

This vast region appears to have been first heard of by the French Jesuits in 1656, from a party of Algonquins, who accompanied two young French men on their return to Quebec, after two years wanderings in the wilds. These informed the inquiring fathers that there were a great number of nations inhabiting the country about what is now called Green Bay, but which is marked on the Jesuit missionaries' map of 1670-1 as the "Baye des Pauns." Among these they enumerated the Liniouck, a word in which subsequent historians have recognized an attempt at representing the name afterwards spelled Illinois. In an enumeration of Indian tribes made in 1658, we find a similar attempt in the word Aliniouck. Again in the Relation of 1660, we find mention by hearsay from the Indians of "the great nation of the Alinouec" living on the banks of a great river, and in that of 1667 of the Ilinioueck, a tribe believing in a "great and good spirit, who made Heaven and Earth." In the Relation of 1670 we find the Ilinois enumerated among the nations connected with the "Mission du Saint Esprit" on Lake Superior. In 1671 there appears the same spelling in a chapter entitled "Some particulars of the Nation of the Illinois, and more especially of their natural goodness and kindness." Mention is made of "the great river called the Missisip" of "the great extent of country without trees or wood," and of persons seen who had been in their territory.

Actual Discovery

Through this twilight we come to the period of actual discovery by Father Marquette in 1673, the settlement of Kaskaskia and Cahokia about 1683, the same year that Philadelphia was settled. The country came under French control and remained until 1763, when it passed into the hands of the English for a period of fifteen years, and then by the conquest of George Rogers Clark into the possession of Virginia, and was established the "County of Illinois" in 1778. By Virginia it was ceded to the United States Government in 1784, and was made a part of the North Western Territory by the ordinance of 1787. In 1800 by division of territory it became part of the Indiana Territory, and in 1809 first acquired an independent existence as the Illinois Territory, which in 1818 was converted into a State.

It was under the Illinois Territory that the County of Madison was organized. Previous to that period, we have first the County of St. Clair organized by Governor S. Clair in person at Kaskaskia in the early part of 1790. Six years later perhaps, in 1796, the County of Randolph, was familarly organized, and in the first legislative body of the North Western Territory convened at Cincinnati in 1900, we find according to Burnet's Notes, St. Clair represented by Shadrach Bond and Randolph by John Edgar. "The Western Annals," differ in giving Know County, (including the Illinois county,) as represented by Shadrach Bond. St. Clair County as organized in 1790 included the present territory of Madison. But the respective limits of St. Clair and Randolph between 1796 and 1812, I find nowhere given.

Sept. 16, 1812

On the 16th of September, 1812, the County of Madison with others was organized by Proclamation of Governor Edwards. Its exact limits at that period are difficult to ascertain. Governor Reynolds in a letter to the writer in 1861, said, "I think the original limits of Madison County when Gov. Edwards & Co., formed it were, bounded on the south by the line dividing townships two and three north and on the west by the Mississippi. The northern limits, I think reached to the north pole, and on the east was the Wabash River for a limit." According to the map of Illinois and Missouri published by Tanner in 1823, it comprised in that year the same territory it now contains with the exception that townships 5, 5, and 6, 5, were all within its limits.

First Settlement

At that time, 1823, it we may rely upon the authenticity of Mr. Tanner's map the towns of the county were Troy, Marine Settlement, Madison, (situated northeast of Marine Settlement,) Edwardsville, Paddock's Settlement (below the mouth of Wood River,) Gibralter, (above the mouth of the Wood River,) Milton, Lower Alton, Upper Alton and Salu, the three last of which were marked down in township 5,9. Monk's Mound was translated half a dozen miles, and set down near the spot where Nameoki station now is.

In 1825 by act of the legislature a tract of country 18 miles long by 20 wide and embracing parts of the present counties of Macoupin and Montgomery, was attached to Madison temporarily.

In 1843, eighteen sections on the northeast part of the county were by legislative enactment set off to Bond County, and since that period no changes have taken place in the boundaries of the county, except those made by the Mississippi, or rather its great confluent the Missouri.

The following table shows the number of acres in the various townships pretty nearly, and the total number in the county:

Twn. 3,5, Highland	22,998	56 Acres
4,5 Saline	22,563	58 Acres
5,5	18,532	91 Acres
6,5 New Douglas		
	15,967	15 Acres
3,6 St. Jacobs	22,691	15 Acres
4,6 Marine	22,394	18 Acres
5,6, Alhambra	22,162	21 Acres
6,6	20,087	25 Acres
3,7 Troy	21,714	34 Acres
4,7	22,142	96 Acres
4,7	23,173	41 Acres
6, 7 Lamb's Point	21,494.	41 Acres
3,8 Collinsville	22,452	85 Acres
4,8 Edwardsville	22,515	74 Acres
5,8	23,359	24 Acres
6,8	20,573	13 Acres
3,9, Six Mile	22,600	00 Acres
4,9 Madison	19,834	08 Acres
4,9 Alton (Upper)	21,030	54 Acres
6,9, Fosterburg	20,207	64 Acres
4,10	1,349	25 Acres
5, 10 Alton	4,013	52 Acres
6,10 Godfrey	20,495	63 Acres

Total, 24 Townships 461,315 86 Acres or 720.80 square miles, being about one-third the size of Delaware and one-half that of Rhode Island.

Bottom Lands

The natural features of the county are more strongly marked than in the interior of the state. The majestic bluffs of the Mississippi tower, a rocky wall, along its shore from the mouth of the Illinois to Alton, and then sweeping inland around the great "American Bottom" round their fronts into grassy sloped hills that go down more gently to the fertile fields that stretch out below. From these one may look across upon the wide deep forests and distant hills of the Missouri or upon the rich fields and waving harvests and dotting lakes of the great "American Bottom." Farther inland we find the rich lands of Ridge Prairie, pronounced by a veteran after sixty years observation to be the finest in the State, and farther still the grove crowned eminences of the rolling prairies about Highland, the whole diversified by streams and forests. The forests and prairies are more suitably distributed than in most parts of the state, scarcely any portions of the county being without an abundant supply of good timber, consisting mostly of oak.

The soil in the county is mostly of excellent quality—and in the American Bottom, extending from Alton, a distance of more than 20 miles through the county it is of almost unsurpassed fertility.

The most important streams in the county are the Mississippi, forming the western boundary, the Great and Little Piasa, Wood River, east and west forks, Indian Creek, Paddock's Creek, Judy's Creek, Cahokia Creek, Silver Creek, Canteen Creek, and Sugar Creek, besides other small streams.

Long Lake and Horse Shoe Lake are two small bodies of fresh water in the southwestern part of the county. The latter appears in the old transcripts of titles under the name of Marais Mensoui.

The principal prairies, whose names are now however fast fading away, are Cerrit's Prairie, Round Prairie, Rattan's Prairie, Six Mile, Gilham's or Wet Prairie, Paddock's or Liberty Prairie, Swett's Prairie, Ridle Prairie, Looking Glass Prairie, Sand Prairie, etc.

Near the southern border lies the principal of these large natural formations known as the "Cantine mounds," and to which the learned and the credulous have generally inclined to assign an artificial origin. Even the learned author of the "Archaeology of the United States," says, "The large mound developments, formerly existing on the Kaskaskia and Cahokia Rivers in Illinois display traits of the Toltectan arts of building and of their religion and mythical ideas. The one in question is Monk's Mound, so called from having been for a few years the residence of the monks of La Trappe. It is a quadrangle of earth six hundred yards in circumference, and perhaps one hundred feet high—an island of some primeval lake, which may have been used, by savage, as well as monk, for religious uses.

Present Towns (1866)

The original towns of the county we have enumerated. At present (1866) they are Alton, Upper Alton, Greenwood, Monticello, Fosterburg, Emerald, Collinsville, Edwardsville, Bethalto, Moro, Troy, St. Jacob, Marine, Alhambra, Greencastle, Highland and New Douglas.

The Post Offiles are Alhambra, Alton, Bethalto, Collinsville, Dorsey, Edwardsville, Fosterburg, Godfrey, Highland, Lamb's Point, Madison, Marine, Moro, Moultonville, Omphghent, Paddock's Grove, Ridgeley, St. Jacobs, St. Morgan, St. Theotore, Toldca, Troy, Upper Alton, Venice, and Wanda.

The Election Precincts are: Alhambra, Alton, Bethalto, Collinsville Edwardsville, Foster,, Highland, Looking Glass, Madison, Marine, Monticello, Omphgent, Saline, Slifer Creek, Six Mile, Troy, Upper Alton, White Rock.

The population at different periods is as follows:

1818 (Dana's Geergraphical Sketch), 5,456, 1820 (State Census, Edwardsville Spectator) 8,549; 1820 (U..S. Census, Edwardsville Spectator) 13,550; 1830 (Peck's Gazateer) 6,540; 1840 (United States Census) 14,533; 1850 (United States Census) 20,441; 1855 (State Census) 31,556; 1860 (United States Census) 31,219; 1865 (State Census) 42,042.

A review of this table shows discrepancies that can at first be accounted for by changes in territory, but latterly only carelessness in the takers of the census.

Venice's McKinley Bridge was not named after President McKinley, as might be assumed. The name honors the late Congressman William B. McKinley of Champaign, who was president of the Illinois Traction System during construction of the Mississippi River span in 1907-10.

FrenchWere First White Men in Area

The first traces of civilized man in these regions of which we have been able to discover any account is found in the narrative of Father Marquette of "Voyages and Discoveries in the Valley of the Mississippi," from which it appears that this brave and untiring explorer reached the mouth of the Missouri about the first of July, 1673. The following is his language:

"As we coasted along rocks frightful for their height and length, we saw two monsters painted on one of the rocks, which startled us at first, and upon which the boldest Indian dare not gaze long. They are as large as a calf, with horns like a deer, a frightful look, red eyes, bearded like a tiger, the face somewhat like a man's, the body covered with scales, and the tail so long that it twice makes the turn of the body, passes over the head and down between the legs, ending at last in a fishes' tail. Green red, and a kind of black are the colors employed.

On the whole these two monsters are so well painted that we could not believe any Indian to have been the designer, as good painters in France would find it hard to do as well; besides this, they are painted so high upon the rock that it is hard to get conveniently at them to paint them. As we were discoursing of them, sailing gently down a beautiful still clear water we heard the noise of a rapid, into which we were about to fall. I have seen nothing more frightful: a mass of large trees, entire with branches, real floating islands, come rushing from the mouth of the river **Pekitanoui** (the Missouri,) so impetuously that we could not without great danger expose ourselves to pass across. The agitation was so great that the water was all muddy, and could not get clear.

Pekitanoui is a considerable river, which coming from very far in the north-west empties into the Mississippi. Many Indian towns are ranged along this river, and I hope by its means to make the discovery of the Red or California Sea."

This account was taken from the Gazeteer of Madison County written and published by John T. Hair in 1866.

The first known Methodist church in Illinois was built 2½ miles south of Edwardsville in 1805 on land owned by Thomas Good.

H. Billings Was First City Judge for Alton

The City Court of Alton, one of the oldest such tribunals in the State of Illinois, was organized in 1859, and its first session was held April 11 of that year. Its first judge was Henry W. Billings.

Judge Billings was the grandfather of Mrs. John D. (Hilda) McAdams of 1407 Liberty St. Mrs. McAdams is the daughter of the late George Hewitt, and her mother was a daughter of Judge Billings. Great grandchildren of Judge Billings include Henry H., John D., McAdams, Mrs. James Hindman, Mrs. Phoebe Cox of Phoenix, Arizona, and Mrs. Emma Lou Cantrell of Toledo, Ohio.

The Alton City Court when opened had jurisdiction in all chancery and common law cases except murder. In 1874 the name of the court was changed by legislative enactment to the City Court of Alton.

Judge Billings was followed in 1865 by Henry S. Baker, who served on the bench until Sept. of 1881 when he was succeeded by Alexander H. Gambrill. In 1885 James E. Dunnegan was elected and served until 1903.

Alex Hope Served

Alexander W. Hope, one time mayor of Alton and son of a mayor of Alton, was elected judge of the City Court and served until 1905 when Judge Dunnegan returned to the bench.

In 1917 Levi D. Yager was elected judge of the City Court and served until 1935. In that year William P. Boynton was elected judge and served until his death in 1951. The incumbent, Judge I. H. Streeper, was elected in 1952 and has served since.

When the court was organized, James W. Davis was its clerk and served until 1863 when John W. Ash assumed the office. In 1875, Patrick Ward became the clerk.

Clerks of Court

In the last century, these also served as clerk:

James Thornton, 1876-78; Edmond Noonan, 1878-91; and Francis Brandeweide, 1891-1901.

In 1909, Silas F. Connor was elected clerk and served until 1913 when he was succeeded by Allen G. MacDonald.

In 1919, James T. Callahan was elected clerk and after his death in 1925 was succeeded by his daughter, Margaret.

The incumbent Felix T. Boschert was elected in 1941 and has been re-elected since then.

The first Sunday School in Illinois was established at Alton in May of 1819.

Cholera Took 80 Lives in Alton in 1849

Cholera — a dread disease 100 years ago, but now almost disregarded as a serious health menace —claimed the lives of 80 persons in Alton during an epidemic which struck May 19, 1849, and lasted 80 days until it subsided Aug. 8. More than a fourth of the victims were strangers to Alton.

The greatest number of deaths recorded during a single week in the epidemic occurred between July 12 and July 19 when 24 persons died of the dread disease.

An article appearing in the Aug. 10 issue of the Telegraph praised the hard work of the many doctors and clergymen who devoled themselves to caring for the sick.

Madison County has had seven forms of civil government in 150 years.

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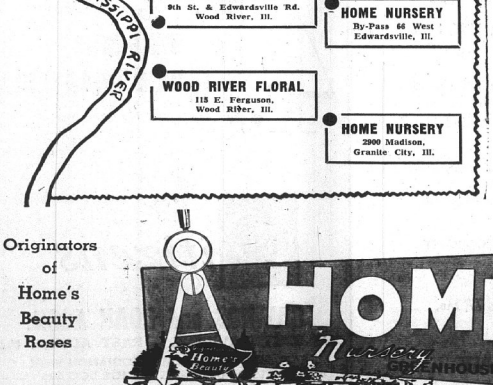
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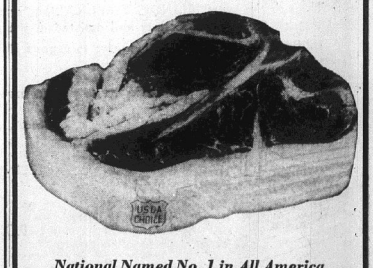
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Church Was Center of Pioneer Life

Long before the American Bottom yielded its first abundant crop or the great factories turned out their first products, religion was playing an important role in the development of Madison County.

In 1673 the Jesuit priest Father Marquette, and Louis Joliet paddled down the Mississippi achieveing their quest for the Father of Waters. Although they did not establish a permanent settlement, their geographical discovery inspired the western march of later pioneers.

When the early American settlers began to flock into this region, their first concern was survival. The fertile, untamed land sapped the energy of the pioneers. The family Bible and perhaps a copy of Pilgrim's Progress guided the moral growth of many a frontier family.

But as these sturdy folks became accustomed to the rigors of the prairie, they remembered that man does not live by bread alone. As early as 1803 Methodist itinerants began preaching in the region, riding from one end of the county to the other. Services, held about once a month in the isolated communities, attracted settlers from miles around. In 1809, Trappist monks formed a Catholic monastery, a site now called Monks Mound.

W. R. Brink's "History of Madison County," published in 1882, describes the early religious life in the county.

Thrifty Pioneers

"These pioneers were a hearty, thrifty, social, generous people; their hospitality was unbounded. A common foe in the Indians by whom they were surrounded connected them very closely in their friendship, as well as united them for common defense. Their settlements were sparse. Their custom was to hold monthly meetings, beginning on Saturday and holding over the following Sabbath. Their faith was simple and their piety sincere; their preaching was largely ortatory and their worship primitive and unostentatious; members were often widely scattered; their mode of travel was on horseback, and attended with great danger from a prowling foe; and yet they exhibited great earnestness and punctuality in their attendance upon the stated appointments of the church."

The first Methodist camp meeting in what is now Madison County was held near the residence of Thomas Good, three miles south of Edwardsville, in the spring of 1807. The meeting was under the direction of Bishop William McKendree, then presiding elder of the circuits covering several western states and territories. The Rev. Jesse Walker, founder of the Methodist Church in Illinois and the first presiding elder of the Illinois district, was in charge of the meeting.

The First Methodists

The property of Thomas Good was also the site of the first Methodist Church in Illinois territory. Built in 1805, the church was called Bethel (meaning "place of worship"). It soon became the largest religious society in the county.

Between 1805 and 1812 there was a large increase in the number of Methodist societies in the county. In 1813 a society was organized in Troy at the home of John Jarvis.

In 1815 Thompson. Chapel was built in Edwardsville where the Wildey Theater now stands. St. John's Methodist was organized in December, 1827, with 35 members.

The oldest Methodist church in the Alton area is the Methodist of Upper Alton. Founded in 1817, a year after Upper Alton was laid out, the church met in private homes until 1835 when the first building was constructed.

The First Methodist Church of Alton is an historic organization established in 1829. For a time meetings were held in Lyceum Hall. In 1841 the church was presented a lot on the corner of 4th and Belle by J. T. Hudson, the town's first lawyer.

A church with a long history of service in the county is the Baptist. The first Protestant minister to enter Illinois was the Rev. James Smith, a Baptist. He came from Kentucky in 1787.

The first Baptist church organization within the present limits of Madison County was at Wood River in 1807. Members of the Moore family, remembered for the tragic Moore Massacre of 1814, were received into membership. This church was one of five that constitute the first Baptist Association of Illinois which was also formed in 1817. In 1849 the church merged into the Bethlehem United Baptist Church.

Baptists At Edwardsville

The first Baptist church of Edwardsville was organized April 18, 1828, at the residence of Dr. B. F. Edwards.

Five years later, in 1833, the Baptist church of Troy was organized as "The Union Baptist Church of Christ and Friends of Humanity." The latter part of the titled expressed the church's opposition to slavery. In 1846 it was called Troy Baptist Church.

The First Baptist Church of Alton was organized in 1833. The Rev. John Mason Peck, founder of Shurtleff College, assisted in the dedication services. The society met originally in Lyceum Hall (corner of Market and Broadway) and later in the stone church on Market Street (now St. Paul's Episcopal) alternating in both buildings with the Presbyterians.

On April 25, 1839, an earlier Baptist congregation with eight members was organized in Upper Alton by the Rev. Peck. In 1830 delegates from this church and from the churches at Edwardsville and Rock Springs met at Edwardsville to form the "Edwardsville Baptist Association."

The Baptist organization spread rapidly throughout the county in the years that followed 1840.

The third oldest Presbyterian church in Illinois was founded at Edwardsville in 1819. In 1833 this church disbanded to be reorganized in the winter of 1837-38. This second church survived until 1859. Since then it has twice been revived.

Presbyterians in Edwardsville

The Presbyterian church founded in Alton in 1821 was the fifth oldest Presbyterian church in the state. This church merged with the Edwardsville body in 1826. The second church of Alton (now called First Presbyterian) was organized June 9, 1831.

The church at Collinsville, sixth organized, has been in continuous existence since its founding in 1823. This Presbyterian church bears the distinction of being in uninterrupted existence for a longer period than any other Presbyterian church in the county.

Of historical interest is College Avenue Presbyterian Church of Alton. Organized in 1837 by the Rev. F. W. Grave, T. B. Hurlbut, and Thomas Lippincott (who held the first Sunday School in Illinois in Milton in 1819), the church heard Elijah P. Lovejoy preach.

Another Presbyterian church, the Church of Christ in Monticello (now Godfrey), was organized Nov. 2, 1839. The Rev. Theron Baldwin; president of Monticello Seminary, was the first minister. A well-known elder of this church was Benjamin Godfrey, founder of Monticello College.

The history of Unitarianism in Madison county is that of a single church in Alton. As early as 1836, Rev. W. G. Eliot, pastor of the Unitarian Church of the Messiah in St. Louis, held occasional services in Alton, preaching to a small congregation in a schoolroom or in the offices of a Dr. Emerson, brother of Ralph Waldo Emerson.

The First Mass

When Father Jacques Marquette, French Jesuit priest-explorer, celebrated Mass at the site of Alton—or elsewhere on the shore of what is now Madison County—is undiscolsed by historical sources. If the Intrepid missionary stopped at Alton or nearby it is to be assumed he celebrated Mass. The Trappists at Monks Mound undoubtedly celebrated Mass in 1809.

Since history is silent on the first Mass, Catholics of Alton place the beginning of religious service in a private home in Upper Alton—perhaps in the 20s, certainly in the 30s. It is recorded that a Jesuit priest came from St. Louis to celebrate Mass there.

The first Catholic church building in lower Alton was St. Mathew's—at Third and Alby Streets, on the site of the present Unitarian Church. Date of its erection was 1842 and the pastor was the Rev. Father Michael Carroll. After a decade, fire wrecked the building, and the Catholics constructed SS. Peter & Paul's, on State Street, which in 1853 became the Cathedral of the Diocese of Alton, when the see was changed form Quincy and the Right Rev. Henry Damian Juncker was the first Bishop. His successors were Bishop William Baltes and James Ryan. In 1923 the see was removed to Springfield.

Catholics in Edwardsville were keeping pace. St. Mary's, the first parish, was founded in 1943—and, before that, Mass was celebrated at intervals. In 1868, St. Boniface was organized at Edwardsville. Meanwhile St. Mary's at Alton was founded in the 30s. And nearly a century ago, St. Patrick's at Alton was founded. Highland and other areas, and the Tri-cities saw Catholic growth about the turn of the century, bustling Granite City saw its first parish.

And the Schools

Since then, Alton has grown to six parishes, Wood River area to three; Edwardsville to two; Granite City has advanced, other sections of the county have expanded.

With the Catholic church came the school. More than a century ago, Ursuline nuns came to Alton. Today they staff four grade schools and a high school in Alton-Wood River area. School Sisters of Notre Dame and Sisters of the Precious Blood staff two. Edwardsville, the tri-cities, Collinsville and Highland all have Catholic schools.

In caring for the sick, Sisters of Charity operate St. Joseph's Hospital at Alton, nearing the century mark, and Franciscan Sisters administer St. Anthony's in the same city. At Granite City, Sisters of Divine Providence conduct St. Elizabeth's Hospital, founded in 1903, and, in Highland, St. Joseph's is conducted by Hospital Sisters of the Third Order of St. Francis.

Also, at Alton, is the Catholic Children's Home, a diocesan institution for children from broken homes. And near Alton is the novitiate of the Oblate Fathers — a teaching missionary order of priests and brothers named the Oblate Fathers of Mary Immaculate.

Historic St. Paul's

The Protestant Episcopal Church was first introduced in the county in 1823 by the Rev. Amos Baldwin who came to Alton and Edwardsville. The church in Alton, St. Paul's, received parochial organization in 1838. St. Andrew's at Edwardsville followed in 1841. An early parish organization in the Diocese of Springfield and one of the oldest in the state is Christ Church in Collinsville which was organized in 1835.

Parishes now flourish in the Tri-cities area, in Edwardsville, and in other sections of the county. Some of the parishes serve missions, as does St. Paul's of Alton. St. Paul's building at Third and Market Streets in Alton is an historic structure. In the city's pioneer days it served several congregations, and its origin was associated with such names as Benjamin Godfrey. Today, it crowns a hill in the downtown business section.

Churches Grew

The churches began to expand with the growth of the county. In Granite City, which was predominately Methodist in 1858, non-Methodists eyed the Kinderhook Methodist Church as the large two story building — first floor a school, second floor a church — replaced the simple building in which the Methodists of Six-Mile Prairie had worshipped since its organization in 1830.

Not only did the size of the churches increase, but the number of denominations also grew. As wave after wave of immigrants came to plow the rich American Bottom or later to work in the industrial centers, their religious beliefs came with them. The diversity of religious faiths reflects an equally wide range of national origins of county residents.

The first permanent settlers were Protestants from Kentucky, the South, and the Northeast. Next came the pioneer Catholics in the 1830's. First from Switzerland, Ireland, and Germany, later from Southern Europe.

German Groups

The Evangelical Church approved a series of mergers. In 1872, the Church Society of the West, United Evangelical Synod of the East and the United Evangelical Synod of the Northwest formed the Evangelical Synod of North America. In 1934 this synod merged with the Reformed Church and more recently the Evangelical & Reformed Church merged with the Congregational Church to form the Evangelical United Church of Christ.

St. James Cemetery, three miles north of Edwardsville marks the location of a church which in 1850 served a congregation of the Church Society of the West.

In 1843 the Evangelical congregation in Highland constructed a stone building as church and school. A newer building was erected in 1878. In 1847, German Evangelical met in private homes in Alton.

Evangelical church in Alton was formed in 1852 and a house of worship was constructed on the corner of Eighth and Henry Streets. From 1852 to 90 the church was served by "free" pastors; in 1890 it joined the Evangelical Synod.

The first St. Paul's Evangelical Church in Edwardsville was organized in 1853. First services were held in the pastor's home, later in a log cabin and a new church built in 1869.

St. John's Evangelical Church in Granite City was formed in June of 1862 and was admitted to the synod in 1885.

Other Evangelical Churches in the county include Brighton formed in 1860 and Eden in Edwardsville, formed in 1868. St. John's United Church of Christ is in Wood River.

The German Baptist Church in Fosterburg was founded in 1857.

Little was written about Lutheran activity early in the history of Madison County, but the first church was established at Collinsville in 1848; the next was at Prairietown in 1854, and in 1856 another congregation formed at Hamel.

By 1857, a "circuit riding" pastor from Hamel was conducting services for Lutheran families in the Bethalto-Moro areas. By 1859, congregations had been established serving families in Bethalto and Dorsey. It wasn't until 1865 that the Bethalto congregation had its own house of worship.

Story of Progress

Most of the early settlers were from Holland and Germany. From about 1865 to 1870 there was a division in the church. Some of the men wanted to leave the congregation and join the Evangelical Church. By a margin of one vote the Bethalto church decided to remain in the Lutheran fold.

In the year 1858 another parish was established at Collinsville.

Story of Religion

The oldest Lutheran Church in Alton, Trinity, was established in 1902; the Edwardsville congregation was formed in 1901 and the Concordia parish is the oldest in Granite City, established in 1897.

The newest Lutheran church was established in 1950 at Godfrey. There are now 22 Missouri Synod Lutheran Churches in Madison County; eight of these belong to the Council of Lutheran Churches in the Alton-Wood River area.

The growth of religion in Madison County has been from roughly-hewn log churches to large cathedrals and suburban churches serving the needs of an expanding population.

Religion has brought more to the county than Sunday schools and organized worship. Service organizations have grown out of early church endeavors. Education has improved in parochial and public schools as religious-minded citizens have attempted to improve the minds and souls of future citizens of the county. Religiously-affiliated hospitals care for the sick.

Religion has brought social, cultural, educational, and most of all, moral growth to a region rich in material blessings. Pioneer churches brought religion to the territory; today's churches continue the expansion.

3 Physicians, Nine Lawyers Here in '37

According to the Telegraph of Feb. 22, 1837, Alton, in that year, contained 50 stores; of these, eight were wholesale dry-goods stores, two wholesale grocery stores and two wholesale drugs establishments. There were also one wholesale and two retail drugstores. There were three saddler's shops, two tinsmiths and several mechanics, also three physicians, nine lawyers and four resident clergymen.

The first tax assessments occurred in the year 1813 in the county. It included $1 per man, 50c per horse or mule, and $1 per Negro slave.

Alton Was Lumber Camp In Mid 50s

During the 1850's, when Alton was shooting up and spreading out like a mushroom, the month of June found the town a lumber camp.

Great rafts of lumber from Wisconsin and Minnesota put in at the Alton levee. The men who accompanied them on their trip south were paid their winter's wages, and the local merchants prepared for a "Saturday night" rush.

During the summer of 1853 more than 5,000,000 feet of lumber and 2,000,00 feet of lathe and shingles were brought to the Alton levee as rafts were measured, and hauled to the several lumber yards over the town. Most of this lumber came from the Black and Chippawa rivers near St. Anthony's falls.

In the northern lumber regions, during the fall and winter, this lumber had to be hauled to the river from the saw mills. When the rivers froze, the rafts of lumber were built on the ice. With the spring thaw they were floated down to the southern markets.

The Alton papers, in describing the manner of the arrival of these rafts at the harbor said:

"So, at 'Freshet' time, in the spring, the boss lumberman and his gang of hands mount their treasured rafts and push out for the south. They are from four to six weeks floating down to this point. This is to them a season, alike of jollity, enjoyment and hard time. They sing, fiddle, shoot and fish and at times have to pull at their oars with all their might, to keep clear of toutheads, points and bars. A rainstorm comes up — they are soaked; the sun is hot and they fry under it. The wind blows hard onto the shore and they have to paddle like mad. No wonder they, the 'Jolly raftsmen,' arrive at our levee the toughest, merriest and most sunburned set of fellows yet to be found."

Cyrus Edwards of Alton, brother of Ninian Edwards, was a Whig candidate for governor but was defeated by Thomas Carlin, former resident of Madison County.



REPUBLICAN BALLOT

FOR UNITED STATES SENATOR:
(Vote for One)
☒ EVERETT McKINLEY DIRKSEN

FOR STATE TREASURER
(Vote for One)
☒ WILLIAM J. SCOTT

FOR SUPERINTENDENT OF PUBLIC INSTRUCTION:
(Vote for One)
☒ RAY PAGE

FOR CLERK OF THE SUPREME COURT:
(Vote for One)
☒ MRS. EARLE BENJAMIN SEARCY

FOR CLERK OF THE APPELLATE COURT: FOURTH DISTRICT:
(Vote for One)
☒ EARL C. POLLOCK

FOR REPRESENTATIVE IN CONGRESS: TWENTY-FOURTH DISTRICT
(Vote for One)
☒ KURT GLASER

FOR STATE SENATOR: FORTY-SEVENTH DISTRICT
(Vote for One)
☒ HAROLD O. GWILLIM

FOR REPRESENTATIVE IN THE GENERAL ASSEMBLY: FIFTY-THIRD DISTRICT
(Vote for One or Two)
☒ RALPH T. SMITH
☒ M. G. SCHAUERTE

FOR COUNTY JUDGE:
(Vote for One)
☒ DALE HYLE

FOR COUNTY CLERK:
(Vote for One)
☒ ROBERT T. BYRNE

FOR PROBATE CLERK:
(Vote for One)
☒ WILBUR H. GEHRING

FOR COUNTY TREASURER:
(Vote for One)
☒ JOHN F. WEBBER

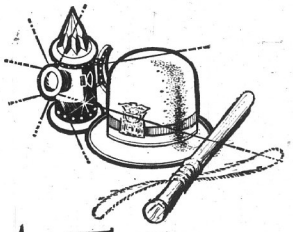
FOR SHERIFF:
(Vote for One)
☒ WM. C. STRAUBE

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FIGHT FOR FREEDOM —
Be an informed, active citizen!
VOTE REPUBLICAN!

Congratulations Madison County!



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45% DIVIDENDS PAID QUARTERLY
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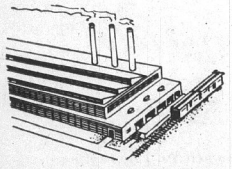
Citizens
SAVINGS and LOAN ASSN.
325 SMITH AVENUE — EAST ALTON, ILL.
EAST ALTON'S LARGEST ASSOCIATION WITH ASSETS OF OVER NINE MILLION DOLLARS

For Those Who Have Progress in Mind...

The ILLINOIS TERMINAL RAILROAD COMPANY started operation February, 1896, built to provide facilities to the railroads entering the Alton District and develop the manufacturing interests of the Alton industrial area.

Through the years ILLINOIS TERMINAL has expanded its operations to serve all the major industrial districts in Madison County and assisted in the progress of the county's industrial development.

ILLINOIS TERMINAL will continue to expand its facilities to meet the need for dependable railroad service.



We invite you to investigate the advantages of this favored area.

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ILLINOIS TERMINAL RAILROAD COMPANY



1880 1900 1926 1940 1962

Fashions for Women Have Changed, Then Changed Back to Same Styles

The five pictures above illustrate the change in fashion for women from the gathers, bows and bustles of 1880 from Godey's "Lady's Book and Magazine" through the street dress at the turn of the century and flapper days of the early twenties, which turned to longer skirts and padded shoulders in the 1940's.

The most basic street dress in 1962 is the shirtwaist, which is worn to the office in a simple cotton, to church in a pretty linen or sheer cotton, and to parties in a brocade or velvet.

Fads have prevailed literally for ages. Necklines and hairlines were supposed to match in 1920. If a neckline were square bangs were cut straight across. If scallops scooped across in the front, curls were found along the face. Hair was parted in the middle and brushed slanted across the face to conform with a V-neck. Waves fitted a curved neckline, and for a fringed one—well, all they could come up with was a caught-in-the-rain look.

The changes in time or watching time, if another pun may be safely squeezed in, is story. Time weighed heavily when a lady's watch hung around her neck on a long chain down to her waist. When a watch found its next position it was on the wrist —belts were a necessity. Strained necks were the order when watches were safer from being banged by being pinned on the shoulder. Then there is the "wrist watch" which winds itself, especially if you type, and the watch that is secretly hidden in a ring. Just unlatch the stone to find the time.

The "slouch" fashion in 1918 was it. But one beauty colmnist practically commented, "What about after the style is old?" The young women would have humped, rounded shoulders, no hips, but a prominate abdomen and thick waist. It was a dangerous debutante slouch for women who wore no corset.

When the prevailing style switched from those black stockings to colored ones (at the turn of the century not 1959-62) to socks later, the comment was made they "spell emancipation and when emancipated you get it thoroughly—from the skin out. What will they take off next?" Woman was swinging "her limbs from the horrid shackles of old fashioned decadent notions about clothes," sarcastically wrote one man.

In 1913 the beauty-chat corner said "short skirts should be long enough, and only long enough, to show the ankle, and no slashing should do more, whether at the front or side." Fashion leaders have made similar comments today that short skirts should be long enough, not above the knees too far.

Boudoir caps were cute in 1918 and now the lacy, ruffled caps are all the rage, too. There are even lacy roller bags and lacy box-shaped cloth for cleaning tissues to match the caps.

Coat suits stole the fashion picture in December, 1918, and again in December, 1961. Probably winter, 1962, will find them quite the thing in tailored taste. The popular mohair sweaters now were also "very much worn for hackabout costumes" in the 1900's.

High school girls could get by on $100 for her wardrobe it was thought in 1900—that is, a columnist, and probably daddy thought so, in 1900. With an afternoon dress for $2, a couple of party dresses for $5, and blue serges for school at the same cost, with about $6 for nick nacks such as ribbons, lace and shoes, would do nicely.

On July 27, 1900, swim suits, it was said, "must be long enough and full enough to quite conceal the figure."

Over 100 Years Service Is Record of Public Aid

The legislative record in Illinois will attest to the fact that as early as March, 1848, the Legislature in an effort to provide for its needy passed an act providing for the establishment of poorhouses in each county. In 1874 the Pauper Act was enacted giving County Boards the authority to levy taxes to provide necessary funds with which to support indigent residents. From that date, a basic pattern for granting assistance to the poor in Illinois was established.

In 1903 the Blind Relief Law was passed and later amended in 1929 so as to permit the state to match local funds appropriated for the support of the needy blind. The Illinois Mothers' Pension Act of 1911 was the first legislative action specifically designated for aiding dependent children that was passed in the state. This action was amended in 1929 to provide state matching of local funds so that a more uniform and adequate program could be developed. It was back in 1919 that the first attempt was made in the state to financially assist the needy aged. This attempt, however, as well as those made in subsequent sessions, was unable to gain the support of the Illinois Legislature until 1935.

Private Aid Needed

In spite of the above-indicated legislation, much of the responsibility for providing for the state's indigent residents had to be assumed by local churches, private charitable organizations, and benevolent citizens. Assistance issued under the Blind Relief Law and Mothers' Pension Act was often inadequate and, therefore, was frequently supplemented by township funds or through other local means. It is hard to surmise how long this approach to the problem of assisting the indigent would have continued if the economic upheaval of the 30's had not intervened.

The Dark 1930's

This more or less total economic depression left a large segment of the population without any means of support. As local resources, including tax funds, were exhausted and relief needs were increased, it was obvious a new plan had to be adopted. In February, 1932, the Fifty-Seventh General Assembly created the Illinois Emergency Relief Commission and appropriated $20,000,000 for providing "relief to the residents of the State of Illinois who, by reason of unemployment or otherwise, are destitute and in necessituous circumstances." Between 1932 and June, 1936, the Illinois Emergency Relief Commission carried out its responsibilities through state appropriations which were supplemented by Federal funds. The office in Madison County was located at Edwardsville, with suboffices in Alton and Granite City.

Work relief projects were set up, young people were put to work under the Federally-approved National Youth Administration program, and Federal surplus commodities were distributed. This was an emergency period which most everyone thought would terminate within a short period of time. In July, 1936, the responsibility for administering relief was returned to the 1454 local township supervisors throughout the State of Illinois. Much of the staff that had been working with the IERC in Madison County was absorbed by township supervisors, while a small staff was retained by the state agency which continued to maintain a small office in Edwardsville for the purpose of supervising townships who were in need of State funds and certify unemployed persons for the Federal Works Program.

During 1935, the Federal government, hopeful of protecting the segment of the population that appeared to have little chance of obtaining economic security, enacted the Social Security Act which became a law on Aug. 14, 1935. Under this Act, Federal grants-in-aid were available to the states — — — — — — — — for needy aged, blind, and children deprived of support and care. In addition, the Act provided funds for specific health services and set up a system of old-age benefits for retired workers. Subsequently, the Act has been amended many times to provide better and broader coverage and increases in benefits in the insurance plan, as well as to include another group — the disabled —within the Public Assistance Program.

Illinois Again Leads

Illinois again followed the lead of the Federal Government by enacting the Old-Age Benefit Law with the first grant being authorized in April, 1936. This program was administered by the Department of Public Welfare. In July 1941, the Legislature created the Illinois Public Aid Commission which succeeded the Illinois Emergency Relief Commission. In October, 1941, Illinois authorized the first Aid to Dependent Children grants. In August, 1942, the Mothers' Pension Act was discontinued. In July 1943, the responsibility for the Public Assistance Programs was vested in the Illinois Public Aid Commission. In October, 1943, Illinois issued its first grant under the Blind Assistance Act. In December, 1950, the first payment under the Disability Assistance Program was made. Based on the law that was enacted in August, 1950, the Aid to the Medically Indigent Aged Program was initiated in Illinois in October of that same year.

During this span of years — 1935 until the present time—public assistance in Madison County has been administered through the Madison County Department of Public Aid located in Edwardsville and the township supervisors in the 24 local units throughout the county. As the state has initiated new programs, the township relief offices have referred those cases that appeared to be eligible for assistance under the particular programs initiated.

The County Home that formerly housed the indigent poor in the county was renovated and has become a licensed nursing home under legislative action taken in July, 1945, which permitted County Homes to be re-established for the support and care of persons destitute, infirm, or chronically ill.

Music Is an Integral Part Of Culture in Quad-Cities

The Quad-Cities, like the rest of Madison County, are rich in cultural activities.

Music has always been of major interest and this year the Granite City school district exported a part of the local culture to Mexico — a tour was made by the Coolidge Junior High School Latin American rhythm ensemble at the request of the Mexican government.

Formed in 1958, by the Coolidge band director, Robert D. Todoroff, the 21-member ensemble at first took part in only limited local public appearances. The following year, the young musicians gave 25 performances, including a St. Louis television show, county vocal music festival, Washington University music clinic and performances for local groups.

During the 1960-61 academic year 30 performances were given. In addition to a number of local concerts, the ensemble played at the national convention of music educators in Columbus, Ohio, took part in an Illinois education department television program, and played during junior high concerts at Alton and Edwardsville.

25 Performances This Year

During the past year, the ensemble turned down an invitation to the music educators' national meeting in Chicago to concentrate on plans for the trip to Mexico. Still, time was found for 25 performances, including an Illinois Education Association meeting, an international theme Girl Scout banquet and a United Nations Week celebration in Alton.

Rehearsals and performances are on students' leisure time, after school and during the evening. Membership is voluntary, limited to members of the school's concert band who show outstanding potential.

The Mexican trip this summer proved to be a memorable event for all members of the group. The U.S. State Department, through embassies in Mexico, assisted.

The Granite City students played U.S. and Latin selections in Mexican factories, made a video-tape for television and a movie for the Mexican schools, played before civic groups and the National School of Music, and climaxed the trip with a performance at the presidential palace and a concert at the Palace of Fine Arts in Mexico City.

Community Concerts

On the list of cultural organizations in Madison County is the Tri-City Community Concert Association, which was formed in 1953 with a membership of 891 persons. Ernest Karandjeff was the first president, and the association has brought 35 musical performances by outstanding artists to the Quad-Cities.

The association opened its first concert series in September, 1953 with sponsorship of Alec Templeton, the world-famous blind pianist.

Templeton, who was a radio star before becoming a concert artist and composer, is to return to Granite City for the forthcoming 10th anniversary of the association.

National Affiliation

The association is affiliated with the national Community Concert Association, which books artists for several thousand such local organizations. The associations are regarded as providing an important "training ground" for young artists, giving many who later become renowned an apprenticeship in performing before audience groups.

Brian Sullivan and Igor Goren of the New York Metropolitan Opera, violinists Cammela Wicks and Zvi Zeitlein, and the Tuscon Arizona Boy's Choir are among those sonsored by the Tri-City association during the past nine years. The Netherlands Chamber Orchestra from Holland performed for the group in 1961.

Membership in the association, which has totaled 6,298 since 1953, is expected to stabilize at about 800. Mrs. John McCabe Moore served as membership drive chairman in 1953 and in 1960, when membership was 803 persons.

Raymond Henley, current president, reports that the association will continue its sponsorship of three to four performances annually during the fall, winter and spring.

Influence of Welsh

Quad-City musical history, of course, dates back much farther than these examples. Part of the intense love of music can be traced to Welsh families who began settling in the area of local steel mills in the early 1900s after production had halted at the Leeds-Reid Rolling Mill Co. in Elwood, Ind.

The newcomers were described as "deeply religious, fond of wit and music." A majority found jobs at the steel plants, and they soon found a place for themselves in the community due to their uprightness and amiability.

St. David's Benevolent and Choral Society and its Ladies' Auxiliary were established by those of Welsh extraction. It was named after the patron saint of Wales.

Yearly Eisteddfod

The group sang on frequent occasions throughout the nearby Illinois and Missouri area. It is best remembered for three annual events — St. David's Day banquet held on March 1, a Welsh tea and the traditional Eisteddfod.

With a total membership ranging from 75 to 90, the choral group remained active until about 1947, and its auxiliary still meets. Brinley Bodnam and Ben Thomas were members of the original chorus.

Welsh customs were preserved in musical programs and social gatherings sponsored by the society, and the yearly Eisteddfod was an occasion for judging and rewarding artistic talent in several categories.

Contests were held in choir and solo singing, band music, drama, extemporaneous speaking, oratory and other fields. In Welsh tradition, a ribbon with a bag containing the prize of money was placed around the winner's neck.

Both the banquet and tea were festive events, being sponsored by the men and the auxiliary, respectively. Both drew large attendance.

The auxiliary, formed in 1913, will celebrate its 50th anniversary in April 1963. Mrs. John Michels is the current president.

Concerts in the Park

Outdoor band concerts always have been a major attraction, including concerts in recent years conducted by John Tate and federation.

During the 1920s, public contributions were obtained to meet the costs of a concert series by the Granite City band, presented on Saturdays during the summer at Memorial Park, Niedringhaus and Madison Avenues.

Tate, who still conducts free outdoor concerts in the Quad-Cities, recalls that 12-concert series were given for three successive seasons in the early 1920s at a bandstand where the Memorial Park war memorial fountain now is located. Upwards of 2000 persons attended many of the programs, sponsored at the time by Granite City merchants.

Local musicians active in the concerts included Roy Sperry, Joseph Robbers, Arthur Carlss, Omar Hehner, Paul Sabo, William Waters, Professor William Robbins, who also was active in music instruction, and William Dreman, described by Tate as "one of the finest baritone horn players in the United States."

Previously, concerts were presented in the circular park which once dominated this district. The main Granite City post office currently is located in the midst of what was Circle Park, and angular streets and buildings have displaced all remnants of the former recreation area.

Going back farther in Quad-City history, St. Mark's Catholic Church in Venice once sponsored the St. Mark's Band, composed of men of the parish. The conductor was Father Peter Kaenders, pastor of the church from 1881 to 1921.

Granite City, Madison and Venice schools for many years have been teaching instrumental and vocal music to large numbers of students.

Alton's First Mass In a Private Home

The first Mass read in what is now Alton was celebrated by a Catholic priest from St. Louis in the home of the Clifford family in Upper Alton.

The first Catholic church, St. Matthew's, was at Third and Alby Streets, present site of the Unitarian Church. After the St. Matthew's (one record gives the name as St. Matthias) building was leveled by fire, the Catholics erected on State Street SS. Peter & Paul's Church, which later became the Cathedral of the then Diocese of Alton. The see of the diocese was moved to Springfield in 1923.

"Milk sickness" from drinking the milk or eating the butter or even beef of cattle which had come in contact with a certain noxious weed was fatal to pioneers.

Frohardt Founder of G.C. Schools

Professor Louis Philip Frohardt, commissioned by William Niedringhaus in 1894 to organize the schools of Granite City, proved true the legendary resourcefulness of his German ancestry.

Frohardt came from Warrentown, Mo., where he had been a department head at Central Wesleyan College.

The city was just going up, but within two decades he managed to bring into being a city school system of kindergarten through high school with a total enrollment of 1600.

From a family of seven children, he was a farm boy until the age of 18, and then earned his way through five years at Central Wesleyan, taught five years in St. Louis county schools and returned for eight years until 1894.

In Granite City, Frohardt was described as a modest, retiring man. One contemporary said of him: "He is a licensed local preacher and can conduct a religious service with grace and efficiency."

He was said to have never sought political office or political favor, and had no club affiliations with the exception of a membership in the Mutual Protection League, which he explained he held "principally on account of the insurance feature."

But he was remarkaby competent in educational matters, so much that a fellow educator once told him, "It is your bull-dog nature which carries you through."

Father's Life

Frohardt was the son of John D. Frohardt, who came to the United States in 1836 "to claim his share of the greater advantage and opportunity afforded by the newer country." His life turned out to be largely a search.

He lived at Cincinnati, moved westward to St. Louis, where he was an employe of Planters' Hotel for 10 years, moved to California, Mo., married, entered the grocery business, served in the home guards, turned to farming and, in his later years, moved to Iowa, where he died in 1866.

The son, Professor Frohardt, seemed to find opportunity in the educational system he built in Granite City. He began as an only teacher with a first day's class of 32 students, and molded the school system which the community so much needed but was sometimes prone to discourage.

Quality Recognized

When citizens of Granite City saw fit to build the Emerson School in 1897, Frohardt had two assistants. By 1912, the teaching staffs had increased to a total of 47 teachers, new schools had been built, and the school system was recognized as one of the best in the state.

Professor Frohardt introduced the idea of specialization in the Granite City school system. While he was its head, the idea was developed that an educational expert, the superintendent of schools, should have extensive freedom in managing the schools.

The duty of the school board, Frohardt felt, was to get superintendents ably qualified to run the schools, and eventually school boards ceased to directly administer the schools.

When Frohardt's school of a one-room beginning had grown into the extensive state-accredited system complete with a high school, someone asked him if he did not feel proud of his achievement. "No" he replied, "I do not feel proud, but I feel humbly grateful to a kind providence which has given me many friends and made it possible for me to succeed."

Ferry Boats Were Vital in Early Years

One of the first steps which Col. Rufus Easton took towards building up the town of Alton was the establishment of a ferry.

As early as the year 1806 there was a ferry in existence on the Mississippi, just above the mouth of the Wood River stream, operated by Eli Langford. A man by the name of Piper had a ferry across the Mississippi at the mouth of Hop Hollow above the site of Alton. This ferry later came into the possession of Michael Squire and a man named Schmeltzer, and at the time of Alton's founding it was known as Schmeltzer's Ferry.

Brink's History of Madison County records that Schmeltzer was a miser. Once when he was sick he told his brother that he had a barrel of silver dollars buried, but died without telling where the money was hidden.

The Fountain Ferry

In opposition to Schmeltzer, Eneas Pembrook, supported by Easton, established a ferry at Alton, which he called the Fountain Ferry. Soon afterward a few cabins were built around the landing site which is now the foot of Market Street.

The first year gave the town no brilliant promise of future growth. Its condition by the year 1818 is described by the Rev. Thomas Lippincott: "In a few days after my arrival in St. Louis I was employed for a little while to do some writing for Rufus Easton, Esq. One of the jobs executed by me for him was making a fair copy of a map of Alton. A town which he had laid out the previous year.

"The map was designed for exhibition in the East in order to affect the sale of lots. I took some pains to make it look well and I believe I gave satisfaction.

"After a few months spent by me as clerk in a store, Col. Easton proposed to me that I should take a stock of goods, in partnership with him, and keep a store at Alton, and accordingly I became a resident in Illinois, now become a state, on the first of December, 1818."

Lippencott did not open his store in Alton, but set up business in Milton, on Wood River stream. The partnership lasted just two years, for an advertisement appearing in the June 20, 1820 issue of the Edwardsville Spectator gave public notice that the partnership had been dissolved. The ad stated that corn, hogs and produce would be accpted for payment of accounts.

Describes First Ferry

Lippencott described the ferry establishment of Eneas Pembrook on his first visit to Alton in 1818. Te records:

"I have forgotten the name of this ferryman, but his habitation was about as primitive and unsightly as I had seen anywhere. I do not think he was overworked by the business of his ferry at that time, for the east and west road passed north and out of sight of the Fountain Ferry, and it was not easy to persuade travelers to try the new one, even if they ever heard of it, which was probably rather seldom."

Apparently Pembrook attempted to stimulate business, because in the same June 20 issue of the Spectator an ad gave specific instructions to passengers how to reach the landing site, even cautioning them to look for "a sign-board knocked down." In a style similar some advertising today he boasted of the speed of his crossings and the reliability of his service in that "passengers will not be detained by high winds." He also boasted of his Tavern at the Ferry, "for the accommodation of the travelers."

Covered Bridge

Early in the year 1819 a covered bridge had been built over the Shields' Branch stream on Broadway approximately where Owens Illinois Glass Co. is now located. Branch was a stream which crossed what later became E. 2nd Street and is now E. Broadway—at a point between Pearl Street and Washington Avenue. Forty or more years ago, Shields Branch could be seen flowing under Broadway, and the street then was an overpass. When E. Broadway was widened and repaved the "bridge" appearance was removed, the branch became a covered duct, fills were made, and today buildings occupy what, until a scant half-century ago, was an open stream.



ORIGINAL NEWSPAPER OFFICE of the Granite City **Press** shown with the early 1900s staff of the newspaper and printing establishment. The **Press** was later consolidated with other newspapers as the **Press-Record.** The old building was located in the 1800 block of State Street.

Press-Record Is One Of Top Newspapers In State of Illinois

No visitor is likely to be in the Quad-Cities long before hearing these familiar words: "I saw it in the Press-Record."

For the Press-Record—and its antecedents—is an integral part of this dynamic community that not so long ago, historically speaking, doffed its swaddling clothes and today is reaching for full maturity.

Lone survivor of mergers, sales and failures, the Press-Record has offered its editorial opinion and chronicled the news of the Quad-Cities area, from Mitchell to Venice and from the Mississippi river to the Bluffs, since the turn of the century.

Though now one of the nation's largest non-daily newspapers whose net paid circulation reaches 98% of the 17,000 families living here — and a publishing plant that is second to none —this was not always so.

It was back in 1903, the year of the Great Flood, that Charles W. Judd, an itinerant St. Louis printer, arrived in Granite City. He borrowed $1,000 from his brother, John B. Judd, father of local realtor Francis Judd, and set up a job printing ship in a small frame building in the 1800 block of State street. J. B. Judd was then in business as Judd & Conterman at 19th and State streets, now occupied by Hudson Jewelry Store. Judd ran a drug store and Conterman a jewelry store.

In those days, small newspapers were usually supported by job printing and, when the city's only newspaper — the weekly Granite City Progress — folded up, Judd launched the Granite City Press to fill the void.

He did not have a clear field long, however. In 1904, Ben Ford, an experienced newspaperman, opened a small job shop and founded the Granite City Herald. It was a starvation struggle for both.

Abdicates to Brother

Then one morning, in 1906, Judd walked into his brother's drug store and announced he was catching the afternoon train to Detroit, where a "wonderful new printing process with color had been developed in conjunction with Paige automobile advertising." Judd intended to get in on the ground floor.

For four hours, until the train pulled out, the druggist was given a quick course in printing and publishing. Then he was on his own, with a drug store and a print shop to run.

He employed a New York printer, John W. (Jack) Cassidy, to help him. Two years later the inevitable happened. Ford sold out to his better established competitor, and the newspaper became the Press and Herald. It moved from the old Press quarters at 1911 State street to the Herald building, 1830-32 Delmar avenue, and publication was changed from Wednesdays to Tuesdays and Thursdays.

It was during this period of sale and conversion to semi-weekly that the Granite City Record was founded by W. J. Lynch, with the late Elmer McNary as one of his associates. As competition grew hot, a daily was published for a brief time, but it soon withered and died.

Verbal and Fist Fights

Personal journalism was in its heyday; political fights were waged not only in their newspapers by the editors and owners, but also occasionally in the streets if the opponents chanced to meet after a particularly vitriolic article.

Once again came the inevitable. The daily had already disappeared from the scene. The Press and Herald, as well as the Record, despite their lively battles, bowed to practical exigencies. The merger took place in 1912.

Lynch became president of the newspaper destined for survival—the Granite City Press-Record—and Cassidy was made editor-manager. It continued publication from the Delmar building, now occupied by a tavern and pharmacy, but changed publication days from Tuesday-Thursday to Tuesday-Friday.

Five growing but less-eventful years later, in 1917, the Lynch-McNary partnership was converted to a corporation, with Charles A. Uzzell, druggist and former mayor, and John B. Judd as the other stockholders. None of the original incorporators are living.

Two Ownership Changes

Soon internal policy and management conflicts arose, culminating in McNary buying out the other stockholders and Cassidy leaving in 1919 to found the weekly Granite City Post and job shop, just across the street. Lewis L. Lindley, who had been getting out a small Socialist paper occasionally, became editor-manager of the Press-Record.

The newspaper war, as well as competition for job printing, was on again and continued unabated through sale of the Press-Record in 1920 by McNary to Lindley and his brother-in-law, the late Harry Faulkner, an attorney. The two papers engaged in bitter attacks on each other and seldom failed to take opposite sides, regardless of the issue.

The community began to grow after World War I and there were prosperous years in the mid-20s for most businesses. As a semi-weekly, the Press-Record fared better than its contemporaries — the Granite City Post and the Madison Republic, a four-page weekly.

Still, by 1927, the Press-Record's net paid circulation was under 3,000 in Granite City, Madison, Venice and Nameoki. Most of its subscribers were in Granite City, dubbed the "Holy City" by Madison officials with whom Editor Lindley carried on a running feud. News coverage of these other cities was scant, nor was much effort made to get the news.

P-R Assumes Mission

In the spring of 1927, E. E. Campbell, who founded a weekly newspaper in Louisiana, Mo., and owned the Alton Daily Times from 1909 to 1924, bought the Press-Record. The transaction was not without its problems. Lindley tried to withdraw from the sale and at one stage insisted that the option terms of "cash" be complied with. When Campbell agreed to produce the $100,000, Lindley had no alternative, especially after his brother-in-law partner, Attorney Faulkner, advised him the sale should be consummated.

Campbell took charge of the Press-Record on April 1, at the same time acquiring the Granite City Post from Cassidy. Lindley moved to California, where he entered the commercial printing business, and Cassidy, who still resides here, is presently employed as a proofreader at the St. Louis Post-Dispatch.

Construction of a new building for the Press-Record at 1815 Delmar avenue was begun immediately and the move into it was made early in 1928. For the first time in its history, the Press-Record was in quarters designed for newspaper publication. The paper also converted from an eight-page flatbed press to a 24-page rotary press for greater speed and better printing.

Campbell had visions of a daily newspaper and in terra cotta on the front of the building were these words: "Daily Press-Record." With the depression of 1929 it never materialized, and subsequent events have provided even stronger reasons to continue as a 100% local, community-dedicated newspaper.

Under Campbell's guidance, the Press-Record became the public's conscience; its news coverage spread over the entire Tri-Cities. It was still the day of personal journalism and editorial opinion was blunt and hard-hitting; some even called it crude. There were many controversial issues, but none was ever raised for personal gain or self-aggrandizement.

The newspaper was developing character; its voice was beginning to be heard. This was the atmosphere in which the present editor-owner started his newspaper career in September 1927 as a cub reporter—at $5 a week. The hours were long, but they were all interesting hours—and exciting.

Hectic 1920s and 1930s

The disastrous tornado of September 1927 was an unforgettable experience. And in the years that followed—the prohibition years—there were scores of gangland shootings and killings. The Tri-Cities area seemed to be a dumping ground for victims; twice there were triple slayings. Gambling and vice, two companion cancers, flourished, as well as slot machines and the numbers racket. Dog tracks opened and closed, and bullet-proof cars were in vogue among gangsters; banks and casinos were held up; kidnapings made news.

All this and much more was in the Press-Record. These events not only were reported, but the newspaper vigorously editorialized until law and order were restored in the mid-50s. Once someone put a couple of .45 slugs through the Press-Record office window and threats were not uncommon. Unlike earlier years, the cleanup has a spirit of permanence and all the energies of many people formerly devoted to this task are now concentrated on progressive achievements.

The depression of the 1930s, which hit the Tri-Cities hard, was just beginning when William Bergner, a successful and wealthy plumbing firm owner, started a rival weekly newspaper, the Granite City Tribune. It lasted but a short time and soon relinquished its quarters in the old Bulgarian newspaper plant, 1814 Delmar avenue, now occupied by Tri-City Printing Co.

Once a thriving daily paper with national circulation, the Bulgarian newspaper dwindled to a sick weekly and the owner, Vasil Stephanoff, finally closed his doors in the early 1940s. Foreign language newspapers had no market among the English-speaking second generation of immigrants.

As the depression deepened, the Press-Record changed its publication days to Monday and Thursday, the same as today. With better times in the early 1940s, a "shopper" was started by a group of St. Louisans. It was short-lived and was followed by other sporadic entries in the local newspaper field, the last about 15 years ago.

Years of dedication to the precept that a newspaper is a public trust "with prime responsibility to the reader," began to be recognized. Where once, in 1928, a Press-Record conducted "straw vote" to merge the four cities failed miserably, in 1940 Granite City and Nameoki almost merged and 10 years later the proposal did succeed. This paved the way for Granite City's "fabulous fifties."

Years of Steady Growth

Fore the last 18 years, the Press-Record has been under the present ownership, longest in the history of the newspaper. E. E. Campbell leased the paper to his one-time cub-reporter, C. E. Townsend, on July 1, 1944, and on April 1, 1947, the sale was negotiated.

In 1952, the Press-Record divested itself of commercial printing in order to devote full attention to the newspaper. The Madison Republic, owned by Mrs. Irene Hill, was bought and the commercial printing of both papers were merged in the Tri-City Printing Co., which has since been sold to the manager, C. L. Baker.

From a wartime news staff of two, with three correspondents, the Press-Record in the last 18 years has grown to six, with 12 correspondents, including one at Springfield, Ill. There has been similar growth in the advertising, composing, press and stereotype departments, bringing total employment to 45.

Average tenure of employees is 14 years, and seven have been with the newspaper from 25 to 40 years. The Press-Record is 100% home-owned and all department heads, as well as most employees, are residents of the Quad-Cities. The department heads are A. J. Mueller Jr., general manager; Jule Bartels, news editor; William Winter, associate editor; Mrs. Maxine Dacus, accounting and credit manager, and J. L. Reber, shop foreman.

To complement the Press-Record's veteran professional staff and keep abreast—or better still, ahead —of any demands that might be made on the paper by the public it serves, there has been a continuing program of modernization and expansion.

In recent years, this has included installation of a new 32-page Goss Universal press, fully color-equipped and able to print 36,000 copies an hour; automatic plate-making equipment; new typesetting machines, camera and electronic engraving facilities; library reference materials; microfilm files of all issues of the Press-Record back to 1903.

Ground has just been broken for a two-story annex to house new offices and provide for further expansion, including space for additional press units.

State and Local Awards

Diligent pursuit of its newspaper responsibilities has brought the Press-Record and its editor local and state recognition.

Among 700 Illinois daily and weekly newspaper editors, Townsend was named "Illinois Editor of the Year" in 1957 at Chicago. The selection was based on "outstanding journalistic achievement" and listed a number of comunity projects, as well as successful opposition to organized gambling and vice, and detailed news coverage of all meetings of public agencies to help foster an active, informed citizenry. The community projects included school bond issues, hospital building fund drive, United Fund, city zoning, new postoffice building, water fluoridation, year-round school operation, efforts to obtain a new university, and support of a sewage and drainage program.

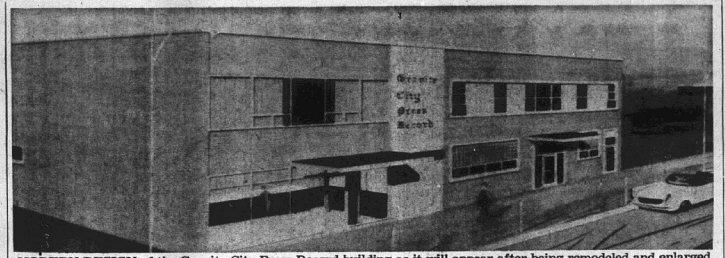
The Press-Record and its editor also received the Quad-Cities' 1953 Meritorious Civic Achievement Award. The citation stated: "For his journalistic crusade against the forces of organized gambling and vice, despite threats on his life and in the very best tradition of newspaper work; For his initiating reforms and improvements for the community above and beyond the ordinary call of a newspaper editor and publisher; For his wholehearted support of all civic activities in the Tri-Cities, with the final result being better public relations for the entire area."

Both placed second in 1956 national judging for the Elijah Parish Lovejoy "Courage in Journalism" award and have been accorded recognition by a variety of national publications, including Publishers Auxiliary's designation as "Editor of the Week."

Awards for community service have been presented by many Quad-City and national organizations and by the U.S. Army. The editor has been honored by four Illinois governors with appointment to non-salaried posts on major public bodies, including the Missouri - Illinois Bi - State Commission, the Missouri-Illinois Bi-State Development Agency, the Illinois Traffic Study Commission, and the National Rivers and Harbors Commission.

Press-Record Writers For Sesqui Edition

Among Granite City Press-Record staff members assisting in preparing articles for the Madison County Sesquicentennial edition were C. E. Townsend, Jule D. Bartels, William F. Winter, Ben Henkey, Robert Hays, Russell Brown, Kenneth Childerson and Nick Pasqual.'



MODERN DESIGN of the Granite City Press-Record building as it will appear after being remodeled and enlarged. This office addition is scheduled for completion in 1963. (Press-Record Photo)

Riots, Lawlessness Made Some Leave

The pro-slavery riots in Alton during 1837 proved costly to the city not only in the effect on the commercial and population growth. The riots caused many of the prominent citizens of that day to leave for more hospitable areas. One such citizen was Winthrop S. Gilman.

Gilman was among the 20 men who defended Elijah Parrish Lovejoy on that night of Nov. 7, 1837, when pro-slavery mobs, so-called by people from St. Louis and St. Charles, Mo., attacked the Godfrey & Gilman Co. warehouse —when Lovejoy was murdered.

He was indicted Jan. 16, 1838, along with 11 other defenders of the warehouse and 11 of the rioters by the Alton Municipal court.

Gilman had arrived in Alton in 1829 to find the small town nearly deserted and was one of nine men who first established mercantile business here.

He was in partnership with Capt. Benjamin Godfrey. The Godfrey & Gilman Co. warehouse was the center of activity for their early trade business. Gilman was active in the early development of the city and, with Capt. Godfrey, built a residence on the southeast corner of Third and Market Streets. He was also the first president of the "Alton Marine & Fire Insurance Co., established in 1836, which is now the First National Bank.

Pleaded Innocent

After Gilman's indictment, he asked for a separate trial, which was granted, and he entered a plea of innocent. The attorneys for the prosecution were F. S. Murdock, city solicitor; U. S. Linder, attorney general; and Samuel G. Bailey. The attorneys for the defense were G. T. M. Davis, Alfred Cowles and G. W. Chickering.

The prosecution maintained that the offense committed by the defendants consisted "not in defending their property, but in doing it in a manner not sanctioned by law."

The defense, on the other hand, said that these men on trial had asked permission of Mayor John M. Krum to appoint special constables to aid in the maintenance of order.

Norton's "History of Madison County" records that "the addresses of the counsel for the defense, in such a ridiculous indictment, were necessarily far-fetched and sophistical" but that the attorney general, in addition, "was very unnecessarily bitter in his vituperation of 'the damnable doctrine of Abolition.'" After 15 minutes the jury returned a verdict of "not guilty."

Rioters Found Innocent

Other members of the group of defenders also were found innocent, but, on the other hand, at the trial of the 31 rioters, they too were found innocent. Norton says that the verdict "was contrary to all the facts and evidence in the case and was a travesty on justice."

Brink's "History of Madison County" appraised the effect of the trial by saying:

"The fact that a grand jury would indict men who were defending their lives on private property and that a petit jury would find the assailants innocent was a deadly blow to the reputation of the place. It was a judicial endorsement of crime and violence, and branded the city, in the eyes of the outside world, as a law-breaking community.

"Not only did it cause immigration to cease, but hundreds of the best citizens, seeing the result of the financial Panic of 1837, the riot and acquittal of the rioters, dispaired of the future and moved to more promising fields."

Alton's Bleak Era

The panic of 1837 had caused numerous banks and businesses to fail, the proposed railroad center plans for Alton to collapse, and the value of property in the area to sink. Gilman, along with many others moved to New York where he became a prosperous banker, Brink's History records.

The Alton Rioas, Brink's says, combined to "puncture the brilliant bubble of prosperity and dissipated the last hope, if any ever existed, of any future rivalry with St. Louis. No allowance was ever made in the public's eyes that the majority of the rioters were from out of town. Alton had to bear all the odium because the authorities failed to enforce the law."

Z. B. Job Was 'Forty-Niner', County Leader

One of the first harness racing tracks in Madison County was established by Zephaniah B. Job, an eminent Alton resident.

The track, called the Wood River Driving Park, was located near the Alton junction of the Indianapolis & St. Louis Railroad now known as the "islands" in East Alton.

Job was one of the original "Forty-Niners." Born in Virginia in 1817, he came with his family to Illinois and settled on a farm along the present Rte. 67 near Hartford. He had a large farm but sold it to move to California where he prospered in mining and trading. In 1851 he returned to Alton and built a large house which still stands today on the northeast corner of Henry and 9th Streets.

He established a mill and was active in the coal mining industry in the area. He was one of the men who established the Alton-St. Louis Railroad, whose Alton depot on Front Street remained a landmark until several years ago when it was torn down.

Job was elected sheriff of Madison County in 1856 and was responsible for dispersing the mob which came to lynch the three German prisoners involved in the Jacob Barth murder case in 1857. In 1858 he was elected to the Illinois General Assembly as representative. Job also served on the Alton City Council.

He died in Alton, Nov. 19, 1907.

High School Senior Picked Granite Slogan

Granite City's official slogan, the "Industrial Magnet of the West," was selected in 1921 during a contest won by Miss Lillian Watkins, high school senior. Runner-up entry was "Granite City—Busy and Friendly." Judges representing the Commercial Club were J. K. Jones, J. C. Reintges, F. W. Kottmeier, Irwin Raut, Walter Arbogast, Ben Schermer and R. H. Larner. In 1912, W. C. Unthank won a solgan contest with "Granite City—Best to Live, Work, Invest."

'Sally' Johnson Ran in Marathon

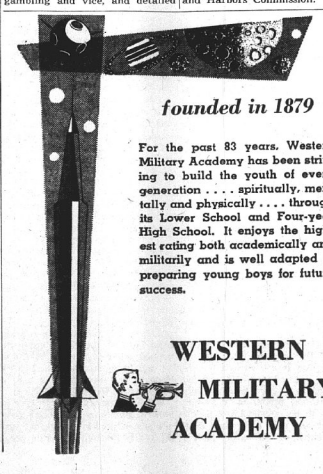
Frank "Sally" Johnson, Granite City, represented Madison County in the 1928 transcontinental marathon but dropped out after walking and running 921 of the 3400 miles. Walter Francis, Granite City, joined him as the eastward trek reached New Mexico and drove his relief car. Johnson's first distance races were reported in 1909.



To you, the voters of Madison County, I extend my sincere appreciation for the privilege of having a part in the governmental progress of our county.

Eulalia Hotz

YOUR COUNTY CLERK



founded in 1879

For the past 83 years, Western Military Academy has been striving to build the youth of every generation . . . . spiritually, mentally and physically . . . . through its Lower School and Four-year High School. It enjoys the highest rating both academically and militarily and is well adapted to preparing young boys for future success.

WESTERN MILITARY ACADEMY

Noll's ICE CREAM

FROM 1905 . . .

We are not the oldest, nor the youngest, but it has indeed been a source of pride that the name NOLL'S has been a symbol of quality since 1905.



. . . TO 1962

Today, 57 years later, NOLL'S ICE CREAM COMPANY still strives to maintain the policies and quality upon which it was founded.

NOLL'S ICE CREAM CO.

and . . .

ALTON FROZEN FOODS PRODUCTS

Wholesale & Institutional Distributors of Frozen Foods.

Economical Reasons Were Cause of College's Closing

In 1827, ten years after John Mason Peck began his mission of forwarding education and religious training in the Mississippi Valley, classes began at the Rock Springs Seminary, a small pioneer school located between Lebanon and O'Fallon in St. Clair County. In 1817 the energetic Peck had been sent West by the Baptist Triennial Convention.

On July 26, 1831, the trustees of the school met at Edwardsville in the home of Dr. D. F. Edwards. They decided to move the school to Alton. Alton, at the junction of three great rivers, offered superior transportation and a rolling, healthful location. The name of the institution was changed to Alton Seminary.

Although the school accomplished much efficient work during its early years, its first charter was not granted until 1933. This charter was the first granted to any college in Illinois, but the trustees of the school did not accept it because under the conditions of the charter the teaching of religion at the school was forbidden.

A second charter granted and accepted in 1835 also contained the religion stipulation, but a compromise was reached. Alton Seminary became Alton College of Illinois and though the personnel and property of the two were identical. The Rev. Hubbel Loomis was elected to the presidency of the two schools.

The self-denying efforts and rare talents of the Rev. Loomis gave dignity and success to the school. He provided a strong foundation in the early struggles. His dedication to the school is remembered in Loomis Hall, today the oldest building on the campus. Erected as Academic Hall in 1832, it was restroed in 1920. It was renamed the following year on the anniversary of Loomis' birthday.

Gift From Shurtleff

In October, 1835, the college received a donation of $10,000 from Dr. Benjamin Shurtleff of Boston, Mass. Half of the donation was to be used for founding a professorship of oratory, the other for the erection of buildings. The trustees voted in January, 1836, to change the name of the institute to Shurtleff College.

The first years of the college were years of struggle even under such exceptional men as Peck, Loomis and Washington and Warren Leverett, but in 1841 the struggle took an upward swing. Enrollment soared to 101 students in the five schools of the institution: English or Elementary, Preparatory, Collegiate, Theological, and Medical.

In the same year the charter was amended allowing Alton Theological Seminary to become the theological department of Shurtleff in name as well as practice. In 1863 the trustees decided to establish a theological department independent of the college. This department was supported by the Baptist Church.

The Civil War drew many students away from their studies at Shurtleff. Like many other schools in the period, Shurtleff struggled to keep its doors open although the number of students was reduced drastically. In 1864 the school was forced to close for six months because of the war.

Women Admitted

Under Dr. A. A. Kendrick, who headed the college for 22 years from 1872 to 1894, Shurtleff began to expand. In 1872 women were admitted for the first time as equals to men.

In 1876 the first big endowment drive collected $75,200. This was the first in a long series of endowment campaigns, for, like many other small, private colleges such drives were essential for efficient operation of Shurtleff.

During the administration of President Riggs (1905-10) the movement to raise $500,000 for endowment was completed and an offer secured from Andrew Carnegie to give the college $15,000 for a library building, if an equal amount could be raised for maintenance. Construction began on the building soon after the last of the sum was raised in 1910. The Carnegie Library was dedicated at the Commencement of 1912.

The history of Shurtleff is rich in educational achievements. Throughout its history Shurtleff brought a broad culture to its students in addition to training them for positions of effective leadership in the industrial, business, and educational life of Madison County. The religious program which was always an important part of the Shurtleff ideal of education prepared the students for effective ministerial and lay leadership in the churches of the area, the state, the station.

The ideas of the college were to service and living through education.

The President's foreward in the 1933-34 catelogue best describe the intellectual and religious atmosphere of Shurtleff College:

"The aims of Shurtleff College are to provide for its students opportunities to secure a general education and a wide and liberal culture; to train its students to face intelligently the problems of their generation; to enable them to perform the essential activities of practical life; and to prepare them to participate helpfully in the activities of their own communities."

The active athletic and intramural program, the college publications and societies, and the excellent faculty, developed scholarship, culture, and character in a small college atmosphere. In the building on the 12-acre campus a solid liberal arts curriculum was offered which prepared many of the students for graduate work at some of the nation's largest and most renowned universities.

Historic Laadmark

The Upper Alton location was rich in historic landmarks and traditions dating from the earliest days in Illinois. Nearby Alton early was a busy industrial center. St. Louis offered cultural programs in all fields.

The convenient location of Shurtleff College allowed many area students to continue their education. The heritage of Shurtleff College lives on in the fine students who have taken their place in community life fulfilling the educational aims of Shurtleff.

Shurtleff holds many "firsts". Rock Springs Academy was the first Protestant theological school in the Mississippi Valley. Shurtleff was the first college in Illinois. "The Pioneer Baptist" a church paper, was the first published Baptist paper in Illinois.

When the itinerate preacher John Mason Peck transferred his academy to Madison County, he brought a tradition of excellence which has influenced every phase of life in the county. As Shurtleff's graduates left their halls of ivy, they carried with them the ideals of the school. The history of Shurtleff is the history of these ideals. Its graduates have served the nation, business, the professions, the ministry.

Then—SIU Came

Shurtleff College, like so many institutions founded under church auspices, found the competition with heavily-endowed and tax-supported institutions an ever-present and growing problem. While the institution achieved notable results in the fields of education, religion and culture, like many other small colleges, it was unable to attract large donors. In modern times the challenge was too much even for the earnest, dedicated and talented men who occupied the presidency of the oldest college in Illinois.

Crises were met by the Pioneer School but Shurtleff in the mid-20th Century found the struggle of maintaining a small church-related college in today's economy virtually impossible without the patronage of wealthy supporters, which it never could gain.

Accordingly, in 1957, after months of negotiations, the buildings of old Shurtleff were turned over to Southern Illinois University under a lease purchase agreement signed on June 13. One building is still used as a Baptist Student Center and there the tradition of the Rev. John Mason Peck who braved the trackless wilderness to carry the torch of religious education still is carried on.

Gen. Semple Designed an Automobile

The founder of Elsah, Highland, Marine and parts of Alton foresaw the automobile in a time when the ox wagon was deemed entirely satisfactory.

Gen. James Semple, one of Alton's notable figures, devised a self-propelling vehicle for the prairie roads of Illinois, which was popularly known as "Semple's Folly," as early as the middle of the 19th Century. Semple couldn't popularize the vehicle, however, and lost money on the venture.

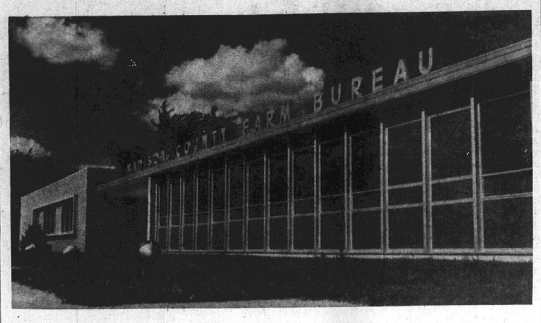
Born Jan. 5, 1798, in Kentucky, not all of Gen. Semple's ventures were so unsuccessful. He was attorney general of Illinois in 1833 and was subsequently justice of the Supreme Court from Jan. 16 to Aug. 10, 1843. Following that he became minister to a South American country and served as U.S. Senator from 1843-47. Semple was also a brigadier general in the Black Hawk War.

In 1836, with a Dr. Loepfli and James Reynolds he founded the town of Highland. The project was started when the Illinois legislature made plans to route a railroad from Alton to Mt. Carmel. Although considerable preliminary grading was done the railroad project was abandoned, probably after the Panic of 1837. The town was not abandoned, however, and still exists as one of Madison County's thriving communities.

As senator in 1843, Semple used his influence to route the extension of the national post road through Highland. The village of Marine was also laid out by Semple and others in 1834.

He also laid out what was known as Sempletown in Upper Alton and helped settle the Village of Elsah. There he built a large home where he died in 1867.

The Helvetia Schuetzenverein (Sharpshooter's Society) was organized in Highland in February, 1860.



MADISON COUNTY FARM BUREAU—The continued interest of farmers and their families in new production methods and the problems of farming, have necessitated the continuing growth of the Madison County Farm Bureau and other such organizations through the years. Pictured above is the building into which the organization moved in January, 1959. (Intelligencer Photo)

Madison County Farm Bureau Continues To Serve Farmers and Their Families

By FRANK THOMAS
Madison County Farm Bureau

Farm organizations of the post Civil War era were usually organized as protest movements.

Each in its turn gained some support and fame, only to die after a short and boisterous life. The exception to this rule was the Organization of the National Grange, a fraternal farm organization still enjoying popularity among American Farmers. A few of the hundreds of Farm Organizations that failed to gain national scope prior to 1900 are: the Farmer's Alliance, the Agricultural Wheel, the Equity, and the Ancient Order of Gleaners.

Farm Bureau formative years were unique, the cohesive element was a desire to improve agriculture through education. This early desire expressed in the creation of Soil Improvement Associations, foretold of close cooperation between Farm Bureau and the Land Grant Colleges. Soil Improvement Associations were organized to give support to the U.S.D.A. and the Land Grant Colleges. Financial support was given in meeting part of salary and office expenses for Farm Advisers. Farm Advisers were staff people of the agriculture department of Land Grant Colleges assigned the responsibility of agriculture education on the county level.

Farm Bureau Emerges

The Madison County Farm Bureau emerged from the local Soil Improvement Association. The name, Madison County Farm Bureau, was adopted in 1918 to be adopted by the Missouri State Association the same year.

Illinois County Soil Improvement Associations created their state association in 1916. The name chosen was the Illinois Agricultural Association. Each county affiliated with the new association paid $100 per year membership fees.

Thirty-two state Farm Bureau Associations banded together in November, 1919, to form the American Farm Bureau Federation. Illinois farmers met in December of 1919 to reorganize the Illinois Agricultural Association. At this time it was decided that membership in the State Association would be on an individual basis rather than on the county basis. Dues were set at $15 per year which gave the farmer membership in his county and state Farm Bureau; the county keeping 2-3 of the dues and the state receiving 1-3 of the dues. Since October, 1957, dues have been $20 a year with the county receiving $13, the Illinois Agricultural Association, $6, and the AFBF, $1.

Farm Bureau in Madison County had survived the formative years not only of its local organization but also of the state and national association. Growth was progressing at the rate suggested incorporation. Articles of incorporation were granted by the State of Illinois to the Madison County Farm Bureau on May 2, 1921.

Depression Years

Incorporation and the farm depression of the 1920's arrived in the county simultaneously. Faced with declining farm income, Farm Bureau worked for a brighter future for agriculture. Cooperating with the State Association the Madison County Farm Bureau aided in the creation of an auditing association, a claims department in 1921, a farmer owned casualty insurance company in 1924, a fire insurance company in 1926, and life insurance company in 1929. Today the County companies are among the strongest in the nation. Edward Schrodt, agency manager, is the representative of the County companies in Madison County. Schrodt, with an agency force of five, provides a complete insurance service for members.

The Madison Service Company, organized in 1932, is a cooperative affiliate of the Farm Bureau, owned and controlled by Farm Bureau members, engaged in the distribution of petroleum, steel, plant foods, propane gas, appliances, feeds and the marketing of grains. Madison Service Company is the county unit operating through the State Associations' affiliate, Illinois Farm Supply Company. The seven man board of directors of the Madison Service Company are elected by the patrons from six districts and one director is elected at large. The present board is composed of Vernon Keller, president; Howard Kaseberg, vice-president; Irvin Reinhart, secretary; and Elmer Pape, treasurer. Completing the board of directors are L. A. Lagemann, Rudy Kuttin and Arthur Braundmeier. Russell Baptist is manager of the Service Company.

Membership Grows

Farm Bureau has, with one exception, steadily grown in membership numbers in Madison County. Membership declined as the farm depression began in the early 1920s. The mid-1920's saw increasing numbers of farmers joining the organization, and growth has continued until the present time when 3700 members are on the county organization membership list.

Membership qualifications require a person to be engaged in the production of agricultural products in order to have a regular or voting membership. Employes of Farm Bureau, Farm Bureau affiliates, or any regular member are allowed an employes membership. Farmers have extended a courtesy membership called an associate membership. Rural teachers and ministers find interest in agriculture may apply for an association membership. Associate memberships are restricted to a maximum of 10 per cent of the total county membership. Employe and associate members may not vote on policy matters. This insures control of the farmers organization by farmers.

In New Building

The Madison County Farm Bureau was housed in rented facilities for several years after its formation. By 1937 the organization owned its own building located at 113 E. Vandalia St., Edwardsville. The Vandalia Street property was sold late in 1958, and Farm Bureau moved to its present location in January, 1959. The building located on 900 Hillsboro Ave., Edwardsville, was completed in December of 1958.

The Madison County Farm Bureau is governed by a twenty-one man board of directors. Directors are elected by township elections in conjunction with the annual meeting held in October of each year. The board elects its own officers and a nine member executive board. Present officers are Charles Losch, president; Harold Heepke, vice-president; John Keller, treasurer; and Harold Gindler, secretary. The four officers and Marvin Stille, Fremont Schoeck, George Rinkel, Rudolph Kuttin, and Joseph Krejci complete the executive committee. Glen Schumacher, Norman Khueter, Donald Golike, L. A. Lagemann, Ted Leroy, Delmar Nungesser, Elmer Starkey, Charles E. Luehmann, Jr., Reinhold Plocher, and Arthur Gusewelle complete the twenty-one man board. Policy of county operation is prescribed by the board of directors; administration of policy is carried out by Frank Thomas, secretary of organization.

A Family Organization

Insuring the continuance of a farm family organization, Farm Bureau has created women's and young Adult committees. These committees act in an advisory capacity with the board of directors. The County Women's Committee is composed of Mrs. T. E. Albrecht, chairman; Mrs. Clara Schillinger, co-chairman; Mrs. Darlene Mueller, Mrs. Edgar Klein, and Miss Alberta Brandt. The Township Women's committees work with the County Women's Committee in planning and carrying out programs.

The Young Adults Committee includes Mr. and Mrs. Marvin Stille, Mr. and Mrs. Donald Golike, and Mr. Charles E. Luehmann Jr. Marvin Still is a member of the state Young Adults committee, which acts in an advisory capacity to the Board of Directors of the Illinois Agricultural Association.

Madison County Farm Bureau members participate in other activities sponsored by the Illinois Agricultural Association. The Sports Festival activities include bowling, trap shooting, basketball, softball, swimming, archery, croquet, shuffleboard, talent find programs, and tug-of-war contests. Sports Festival activities end each year with a two day finals on the campus of the University of Illinois.

The three levels of the Farm Bureau Organization insures farmers of representation on the county, state and national scene. Control of Farm Bureau has remained at the local of county level. State Associations were cleated and are controlled by the county organization as their tools. The American Farm Bureau was created and is controlled by the State Associations.

First Godfrey Sermon Was Preached in 1828

The first sermon preached in Godfrey (then called Monticello) was in the home of Nathan Scarritt and was delivered by the Rev. John Hogan of St. Louis, a methodist minister and later congressman. That was in the summer of 1828.

Jean Baptiste Defontaine from France built a windmill entirely of wood without using a single nail or screw, southeast of Highland. It remained until a few years before 1912 when it fell into ruin.

The first general law of Illinois providing for state and local tax for school purposes was enacted in 1825. The law proved unpopular and became inoperative under amendments.

Early Salu Merged With Upper Alton

When land speculators began developing a large tract of land immediately north of the town of Upper Alton in about 1819, they had some reservations about calling the section "Alton" because of the close proximity of the two other Altons, Upper and "Lower" Alton.

Instead, the speculators chose the name "Salu" for the tract of land now bounded by what is approximately the Beltline Highway, on the north, Bostwick Avenue on the south, and Elizabeth and Seminary Streets on the west and east.

In an advertisement in the Edwardsville Spectator of 1819 the men said "It may be extraordinary that a new town, bearing a new name should be laid out adjoining Upper Alton."

Inducing customers to purchase the land about this time was no easy task. As was the case in "Lower" Alton, few were interested in purchasing plots because of possible litigation over the titles to the property.

"It was not thought advisable to extend Alton to greater limits," the ad confessed.

The town of Salu propsered. When, in 1832, the Rev. B. Maxey was appointed postmaster of the office in that area, the name of the office was changed from "Upper Alton" to "Salu". It continued that way until 1835 when David Smith received the appointment and the "Upper Alton" name was reinstated. Eventually the two towns merged into one and the name "Salu" remained only as a memory of some of the early settlers.

Log Cabin Was First School in Godfrey

Godfrey's first school was opened in the summer of 1828 in a log cabin. The school was taught by Abigail Scarritt. The school was continued 1829 in the barn of Nathan Scarritt and was then taught by his eldest daughter, Laura.

John Boyle, associate justice of Kentucky, was first appointed governor of the new Illinois Territory but declined it. Ninian Edwards was the second appointee.

In 1831 wheat was worth 50c a bushel, potatoes worth 10c a bushel, corn worth 18c a bushel, hogs worth $2 each and sheep worth $1.50 each.

At the close of 1818 there were four places in Madison County referred to as towns. They were Edwardsville, Alton, Upper Alton, and Milton.



MONUMENT—The monument marking the 100th anniversary of Madison County stands in the Library Park in Edwardsville, the county seat. It was dedicated Sept. 14, 1912. Under two of the four different figures are the inscriptions: "In grateful memory of the early settlers, who by courage, industry and endurance, transformed a wilderness into a land of order, peace and plenty." (Intelligencer Photo)

Centennial Monument Was Sculptored by Chicagoan

"The model was made of clay with boards around it and a roof so it wouldn't wash away when it rained. It was modeling clay," said Anthony Fink telling about the Madison County Centennial Monument in the Edwardsville City Park.

Now the proprietor of the Leland Hotel in Edwardsville, Fink, who was 21 at the time, continued, "My uncle, Mathew Serrier and I put in the concrete footing for the monument. I suggested we use the basin of a fountain that had been in the park for a long time as a base since it was settled. The sculptor, Charles J. Mulligan from Chicago, and my uncle agreed.

"You can still see the ring of that fountain at the base of the statue now, I believe. It took us about a day or so to complete the job.

"I don't know who footed the marble, I didn't see it moved, but I imagine it was quite a job." It was two blocks equaling 30 tons of Georgian marble.

"Mulligan, a native of Ireland, started from the top of the marble and worked down. I didn't see him except for a few times, but he worked every day. His live model for the design of the monument was a tall, handsome woman who was also from Chicago and the monument holds the very likeness of her."

The four sides of the 16-foot monument, which was sculptured during the centennial year, "represents four cardinal points of civilization and progress: Justice, Morality, Knowledge and Thrift." The globe atop the four figures represents the harmonious balancing of those four virtues by creation.

The design was presented to the committee by the sculptor and selected from 25 to 30 models from other artists in all parts of the world.

The sculptor graduated from Elsole des-Beaux Art, of Paris, in a four year course and studied under some great masters in Europe."

Gov. Charles S. Deneen, a native of Edwardsville, had returned for the dedicatory address at which Mary Elizabeth Edwards, a descendent of Gov. Ninian Edwards, unveiled the model.



OLD ROCK HOUSE—One of the real land marks in Alton's and consequently, Madison County's, history, is the famed, Old Rock House. (Telegraph Photo)

Underground Railroad 'Ran' to Old Rock House

A relic of the storied past, steeped in tradition as the center of anti-slavery activity in the pre-Civil War days, and associated with names indelibly stamped on Upper Alton's shield of history — is the Old Rock House.

The Old Rock House is at 2705 College Ave. Today it is an apartment house, but down through the years it has been a residence, a meeting hall, a gathering place for leaders of the village, a "station" in the Underground Railway — that institution of Northerners who helped escaped slaves to their freedom; and the Old Rock House was the birthplace of the first Anti-Slavery Society in Illinois.

Hurlbut Lived Here

Names to conjure with have been connected with the Old Rock House. One of the first occupants was the Rev. T. B. Hurlbut, a contemporary of Elijah Parrish Lovejoy, in whose arms, some sources say, the martyr to freedom of speech and the press died after he had been felled by an assassin's bullet in Alton on Nov. 7, 1837.

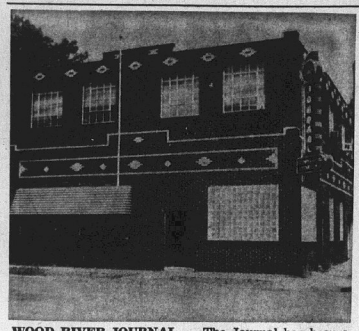
The house was built in 1835 by John Higham and Henry C. Caswell, both pioneer residents of Upper Alton. Higham and his family arrived in Alton in 1829 at Hunter's Spring, now at the foot of Spring Street, and occupied a log house on the river bank between what is now Market and Alby Streets.

The Old Stone House was a double residence, and at the time of the anti-Lovejoy riot in Alton in 1837 was the residence of Rev. Hurlbut and the Higham family.

Abolitionist Convention

Immediately preceeding the 1837 riot a convention of abolitionists was held in the house under the direction of Elijah Parrish Lovejoy. The convention, which was attended by anti-slavery supporters from all over the state, assembled Oct. 26 and formed the first Illinois Anti-Slavery Society. The convention was called after an incident on Aug. 22, when Lovejoy's press and building were destroyed. The Society had approximately 60 members and voted to reestablish Lovejoy's newspaper. Lovejoy was murdered only five weeks later.

During the Civil War the Old Stone House was a vital link in the Underground Railway chain, harboring runaway salves on their flight to freedom in the North. At that time the house was owned by Mrs. Jacintha Hodge Breden. Records fail to disclose whether Mrs. Breden lived in the house at that time.



WOOD RIVER JOURNAL — The Journal has been a part of Wood River activity since the summer of 1920. The latest addition to the Journal's progress was an offset press purchased in 1960. (Journal Photo)

Wood River Journal Has Served Public Since Summer of 1920

Now in its 42nd year of publication The Journal had its start early in the summer of 1920 when a group of 15 or 20 businessmen met in the Ferguson Avenue Hotel to discuss the urgent need for an active newspaper in Wood River. The merchants at the meeting guaranteed they would provide advertising for a good weekly newspaper to serve the city which had just shown a 4100 per cent increase in population over its previous census count and was known as the "fastest growing city in the United States."

Loyal D. Palmer was one of the men present at the meeting, and before he left he had agreed to start a weekly newspaper to report the happenings of the bustling village and to serve as an advertising media for the merchants who foresaw a great future for Wood River. Palmer worked shift work at Standard Oil refinery and worked on the newspaper during his "off hours."

Wood River had a newspaper, The Press, which published daily, but the merchants and citizens alike agreed it was not serving either properly. The Press continued for a number of years and was finally bought by The Journal, one of the few occasions in which a weekly newspaper has bought out its daily competition.

On July 28, 1920, a lease for the building at 27 Wood River Avenue was signed. The building is still standing and is the location of Reesie's Cafe. W. E. Adair was associated with Palmer in starting The Journal, and arranged purchase of presses and type from a shop going out of business at Sorento, Ill.

Palmer's brother, Earl Palmer, served as assistant business manager and did reporting and sold advertising. Representatives of the various churches and organizations in Wood River helped with the reporting. Type for news articles was set under contract with the Edwardsville Intelligencer and the Alton Labor Leader. Advertisements were set by hand at The Journal and the newspaper was printed in Wood River.

Many of the businessmen who helped launch The Journal by signing notes to finance its beginning are still residets of the area today. One of them was T. P. Eggman who suggested the name, "The Journal." Other businessmen were Frank Klenstra, Sol Goldfarb, Val Reis, Loyd Pinkerton, Bill O'Neill, Aaron G. Burnett, Ben Goldfarb and J. B. Friederick.

Palmer continued as manager of The Journal for a little over a year. When his brother, Earl, died of a heart attack at the age of 21, Palmer had to give up his position at Standard or sell The Journal and he chose the former. He continued at Standard and was later named Safety Director, the position he held until retirement in 1953. He has since continued active in civic affairs and served as secretary of the Chamber of Commerce from 1957 until earlier this year.

Second Owner

The second owner of The Journal was Ray W. Behymer who was editor and publisher from December, 1921 to September 1925. He was inactive owner for two years following during which period he leased it to the Akers brothers, Milburn and J. Wilson Akers. At the termination of the lease Behymer sold the paper to Milburn P. (Pete) Akers.

Behymer bought The Journal with the aid of his father, a feature writer of The St. Louis Post-Dispatch, when the paper was a year and a half old. In the early days of his editorship, The Journal was printed on an old Campbell book-and-jobber press that even then was supposed to be about 90 years old.

"With the help of Western Union and its four pages of ready-print, or 'boiler plate' as it was known, we were able to get out an eight page paper once a week," Behymer said later of his endeavors. The printing end of the business at that time consisted of a cylinder press, two little hand fed job presses and the proverbial "shirt-tail" full of type. In 1923 Behymer purchased a Mergenthaler Linotype. Ernest Giehl, still a Wood River resident, was employed to operate the new machine.

In 1924 Behymer and his father-in-law, King Carey, built a combination newspaper office and plumbing company at the corner of Third and Ferguson, and the newspaper office was moved to that location, where it remained until 1934.

Leases Paper

In 1925, commanded by his doctor to slow down, Behymer leased The Journal to the Akers brothers and in 1927 "Pete" Akers bought The Journal from him. Behymer then tried his hand at farm ownership but returned to journalism as a free lance writer and photographer. He worked seven years as reported and photographer for Belleville and St. Louis newspapers and in 1939 purchased the weekly Webster Groves, Mo., Webster News-Times, which he published successfully until 1948 when health again forced a "retirement." Two years later he entered the public relations field in association with a firm which held contracts for public information surveys almost on a national scale. In 1956 he was appointed to the staff of the executive director of the Metropolitan St. Louis Sewer District for work in public relations and information, a position which he still holds.

Third Owner

The third owner of the Journal was Milburn P. Akers, who since leaving Wood River has risen to great heights in the newspaper business. He is now executive editor of the Chicago Sun-Times.

Akers came to Wood River with his father, the Rev. Dr. E. W. Akers, who was named pastor of the First Presbyterian Church of Wood River in 1924. Upon leaving The Journal, he went to work for the Associated Press in Springfield and later became press secretary for Gov. Henry Horner. After that he went to Chicago and rose to his present position.

Fourth Owner

Although one linotype had been added and equipment moved to a new building, The Journal, when the present management took over in 1932, was much the same as when the business was launched over 12 years before.

The Journal was still located in the building at Third and Ferguson when J. A. Wilson, present publisher, took over in December, 1932. At that time the equipment consisted largely of the linotype, the old Campbell press and a Kluge press. The office force consisted of Wilson, a bookkeeper and a salesman. In the backshop was the foreman, an apprentice, a pressman and a linotype operator. The working force of seven in 1932 has grown to 25 today. Fifty-seven Wood River Township boys also earn spending money each Thursday by delivering The Journal.

In 1934 the building at 101 Whitelaw Avenue was purchased. An eight-page Goss newspaper press was installed before the move to the new location was made. More equipment was added through the years, and the Wood River Printing and Publishing Company, of which Wilson is president, has become one of the best equipped commercial

Collinsville Herald First Published 83 Years Ago: Monroe Buys in '17

Long life under the same ownership has been a characteristic of most of the newspapers in Madison County and the Collinsville Herald is no exception. It has been an enterprise of James O. Monroe Sr. and sons since 1917.

Founded in 1879 by James N. Peers, who was also an early professional photographer, it continued under his editorship until 1906, when he sold it to the Collinsville Publishing Co., an organization of some 20 Collinsville businessmen. Their first editor was Louis A. Cates, succeeded in rather rapid succession by A. W. Schimpff, who withdrew in 1911 to start the Collinsville Advertiser; Edison W. Cross, C. D. Case, Ben Jarvis, and Frank Stucker.

Stucker stayed from 1912 to 1917, when James O. Monroe bought the paper and launched the regime which still operates it. It was strictly "J. O.'s" organization until after World War II, when the two sons, Karl L. Monroe and Thomas W. Monroe, joined the Herald. Gradually, the senior Monroe has reduced his activity, passing the editorial reins to Karl and the shop management to Tom.

When Stucker retired, the United States had just entered the World War, and he, while beyond the military age, managed to get enlistment in a Missouri National Guard unit; he was killed during the first battle of the Argonne in September, 1917.

During the management of Schimpff in 1908, George Bergania, just a boy, learned the printer's trade. Except for a short time when he worked for the Advertiser under Schimpff, he remained continuously in the Herald plant until 1959. Most of that time, he was shop foreman.

Not First Paper

The Herald was not the first newspaper in Collinsville. The Collinsville Argus was established in Collinsville Aug. 12, 1871 with A. W. Angier as editor. At the end of the first volume, Angier was succeeded by L. D. Caulk as editor. The paper was then owned by the Collinsville Publishing Co., an organization of leading business men of the village. Caulk was succeeded by Anton Neusstadt, who became both editor and proprietor, having purchased the stock of the company. He had control until August, 1878, when Connolly and Johnson became proprietors. Connolly retired from the partnership in January, 1879, and A. W. Johnson continued the paper until August of the same year, when its publication was suspended. The Argus was a seven folio (a four-page newspaper of seven columns to the page.)

(A direct descendant of A. W. Johnson, Mrs. William Lepp, is now the Herald classified advertising manager.)

Angier upon retiring from the Argus editorship in 1871, commenced publication of The Liberal Democrat. The first number was issued on Oct. 18. Brink's history records that it continued until 1878 when Angier apparently concluded that a better field was available in Edwardsville, and in that year he moved his plant to the county seat and with J. S. Angier (who was probably his son) started "Our Times."

Peers Publisher

After Johnson suspended the Argus, there was a gap of a few weeks before Peers began publishing the Herald.

Peers, son of Joseph and Cynthia Peers, was born in Collinsville, July 1, 1833. He learned the printer's trade in St. Louis, and at the age of 19 started a job printing plant in the building occupied by his father as a lumber yard at Morrison and Church Streets. Later he moved the shop to Main Street.

Peers enterprises seem to have a way of surviving. The lumber yard of his father has continued as Peers and Gauen and then as Gauen Lumber Co. and still occupies the same location.

After the suspension of the Argus, Peers began publication of the Herald in a building adjoining his residence on South Chestnut Street.

Peers conducted the paper largely along the lines as his predecessors in the field, devoting much space to magazine type articles, but giving more space to local news than the others. Unfortunately, there are no files of the Herald during his editorship extant, so far as the present publishers know.

But a random copy or two which has come to them shows the first and last pages filled with ads and the two inside pages devoted to local news and ads, with enough "boiler plate" (as stereotype filler was called in those days) to fill an issue of Dec. 29, 1905. There appears about three columns of local news, mostly personals, and a narrative of the accidental death of John William Smith, son of Mr. and Mrs. Robert Smith, under the wheels of a Pennsylvania fast train at the station here. There were about nine columns of advertisements, mostly of the card type.

The paper continued to be set by hand. Indeed, the machine method of composition was not inaugurated successfully until 1917, when the present owner installed the first linotype machine in the city. In 1911 the Collinsville Publishing Co. tried a short-lived machine called the "Typograph" but it was a failure and not used long.

Publishing Sites

When the Collinsville Publishing Co. bought the paper, it moved the plant to a room on the upper floor of the Yates-Ambrosius Store building (now the Home Furniture Co. building.) Here it was published until 1914, when the company built a new building at 115 East Main St. and installed a plant there. When Monroe took over the paper in May, 1917, he continued the publication there until December, 1924, when he moved it to the present location.

In 1949, the Herald doubled its space by constructing an adjoining building and it thus had space to operate a make-shift office after a fire in 1950 destroyed the office and the newspaper files of the Herald and of the Advertiser which the Herald bought out in 1923 after it had been published since 1911.

There have been other papers in Collinsville. Little is known about most of them. A partnership of Munroe and Whitmore published the Star, Jung Brothers published the Progress for three years, and some unrecorded person published the Monitor. In 1873, Capt. Anton Neustadt bought the plant of the Madison County Bote of Edwardsville, moved to Collinsville, and for about a year published a German-language paper.

The Herald acquired from Bergania a complete set of files of the Herald from the year 1912 on, but files of the other papers have apparently vanished.

The Union Pilot grew out of the labor issue. It was published by J. Russell Miller, for many years a teacher in the Collinsville schools, Cross, who moved his small printing plant up from Millstadt, and some of the leaders in the miners' organization. It started in 1914 and lasted for only about a year.

Schimpff, the Advertiser founder, was a writer with a facile and often caustic pen. Some of the attacks he made on editor Brown of the Edwardsville Democrat and editor Monroe of the Herald were gems in vitriol. He loved to engage another editors in a running controversy. Monroe sometimes replied in kind.

In 1918, Schimpff developed a cerebral hemmorrhage from his exertions in setting up a Linograph typesetting machine. A nephew, Ralph W. Miller of East St. Louis, ran it until 1923 when he sold the newspaper to the Herald.

Monroe in 1917

James O. Monroe Sr. came from Jacksonville and took over the Herald on May 1, 1917. He was born and raised in Jefferson County, educated at Ewing College and Illinois College. He learned the printing trade at Ewing and reporting at Jacksonville, where he was a reporter, city editor and managing editor of the Daily Courier. He spent two years, 1913-15, as bureau manager for United Press at Springfield.

Monroe planned when he came here, a total stranger, to start a daily paper. He found here already three weeklies, the Herald, the Advertiser, and the News-Item, a paper which had just started in the Reese Hall building, using the remnants of the equipment of the old Pilot plant and edited by Theodore C. Sunkel. It lasted only about two months.

Within a few hours, Monroe closed the deal for the purchase of the Herald. Setting type by hand and publishing a half-dozen columns of news did not seem to Monroe to be adequate. Within two months he bought a linotype machine and began to expand the paper.

Opportunity to expand into a daily did not materialize, as the mines of Collinsville entered hard times right after World War I. Instead, the Herald was expanded into commercial printing and at one time was a leading Midwestern supplier of posters for theatricals and other enterprises. In 1924, the Herald's concrete building was built at 113 East Clay St., mainly to accommodate this growing volume of poster printing.

The depression struck the Herald at the same time radio and talking movies struck the Herald's theatrical and road show customers and the paper went through very hard times until World War II, when general business revival was held back only by lack of manpower.

Recent Expansion

Expansion has been steady and rapid since World War II. The Herald was one of the first papers in the area to raise its price to 10 cents per copy but circulation continued to grow. In 1959, after 80 years as a weekly, the Herald changed to twice a week publication. In 1961, although retaining its policy of emphasis on the locally written account of local events, the Herald added United Press International wire service to sharpen its local coverage and extend its scope. About the same time, its coverage of county news was greatly expanded.

In 1953, the Herald was incorporated as a closed family organization. Present officers are Karl L. Monroe, president; Thomas W. Monroe, vice president; James O. Monroe Jr., secretary-treasurer.

Karl Monroe is editor, Gerald Veach news editor, and Mrs. Ruth Newman, advertising manager.

The Herald bore the stamp of J. O. Monroe's vivid personality and active management during the editorships in the 1920's and 1930's of Mrs. Helen Gaskill Lentz and G. W. Killinger. The Herald was a free-wheeling, outspoken advocate of repeal of prohibition and frequently plunged into rip-roaring political battles but has never been sued for libel.



COLLINSVILLE HERALD — Two newspapers in the area have sent distinguished representatives to the state government in Springfield. The Collinsville Herald for many years felt the strong hand of State Sen. James O. Monroe Sr. in its operations. Today, Karl Monroe on the news side, and Thomas Monroe on the mechanical side, have taken over much of the responsibility of the paper. (Herald Photo)

Granite Students Won Speech Cup

The national forensic trophy was won in June 1939 at Beverly Hills, Calif., by a team of Granite City Community High School students, George Harmon, Richard King, Kenneth Fijan, Joseph Brennan and Elmer Hammerman, directed by Miss Mary Blackburn. The presentation was made by Lowell Thomas over a nationwide radio program.

The town of Carson, no longer in existence, was in the western part of Chouteau township

In 1862 women teachers in Madison County made $21.45 a month and men were paid $32 a month.

Lovejoy Letter Sent to Quincy Friends

Elijah Parrish Lovejoy, just five weeks before he was murdered by an angry pro-slavery mob at Alton, foretold that he might be attacked, or even killed, by a mob, but expressed determination to continue his fight against slavery.

In a letter written Oct. 4, 1837, to abolitionist friends in Quincy, Lovejoy, urging attendance at an abolitionist convention set for Nov. 2, 1837, in Alton, said, "I have little doubt we shall be mobbed, or at least an attempt will be made to do it." It was five days after the convention that the preacher-editor was killed.

His letter continued: "Now the Quincy brethren know how to handle mobs. We want them here, all of them."

A short time before, Lovejoy wrote, he had escaped from a mob in St. Charles, Mo.

Earlier he had moved his printing operations from St. Louis to Alton because of the threat of mob violence there, and while he was in Alton three presses had been thrown into the Mississippi. It was in defending his fourth press, on Nov. 7, 1837, that Lovejoy was assassinated.

Published in Quincy

The letter was published in the Quincy Whig, with the caption, "Letter from E. P. Lovejoy," and with this introduction:

"We have been furnished by Dr. A. Nichols, of this city, with a copy of the following letter from the Rev. E. P. Lovejoy, written a short time previous to his murder in Alton. It is postmarked Alton, Ill., Oct. 5, and addressed to H. H. Snow, Esq., or Rufus Brown, Quincy, Illinois.

"The original is now in the possession of Dr. Nichols, by whom it is preserved as a relic of those days.

"The allusion in the letter to the Quincy brethren knowing how to manage mobs will recall to the memory of some of the older inhabitants of the city a series of events in which the protection of Dr. Nelson,of Missouri, from the vengeance of a slavery mob made some of our citizens leading actors, and decisively and permanently settled the question of freedom of speech in this locality. The convention to which these men of nerve and faith were invited, decided upon continuing the publication of Mr. Lovejoy's paper in Alton, and it was in sustaining this decision that Mr. Lovejoy sealed his devotion to a holy cause with his blood."

Text of Letter

The text of the letter:

"To the Beloved Brethren of Quincy:

"Before this reaches you the call for the convention will have been received. And what I wish to say now is, that every abolitionist in Adams County ought to attend if he possibly can. All depends upon having a full, a great convention. Otherwise, if we get but 50 or 100 together, it will be labor lost. Our enemies will triumph and our friends will be disheartened. And besides, I have little doubt that we shall be mobbed or at least an attempt will be made to do it.

"Now the Quincy brethren know how to handle mobs. We want them here, all of them. Will not some of you see the brethren in the county and urge them to come? If any are so poor as not to be able to pay their expenses, let them be paid for them. Come up brethren; come up; in the name of God and for the sake of humanity, of religion, come up to the convention.

"You have heard that our new press has been destroyed. I shall send for another one tomorrow. But seeing our brethren here are so timid, I suppose to leave the question of its location unsettled till the convention shall decide. I have just escaped from St. Charles, Mo., from the fury of a mob, thankful that my life is spared. You will see an account of it in the (Alton) Telegraph of tomorrow, and a more full detail in the Emancipator.

"I know not dear brethren, if I am to live or die, but I know that God reigneth, and that the cause for which I suffer cannot be put back. Its march is onward, onward to triumph, complete and permanent.

"Pray for me, dear brethren. My trials are sore, and yet I am wonderfully, wonderfully supported amidst them.

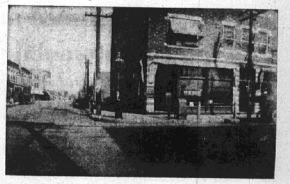
"The Lord is faithful. Bless His name.

"Your affectionate brother,

"Elijah P. Lovejoy."

We're not as old as Madison County, but . . .

WE HAVE BEEN SERVING ITS FINANCIAL NEEDS SINCE 1902



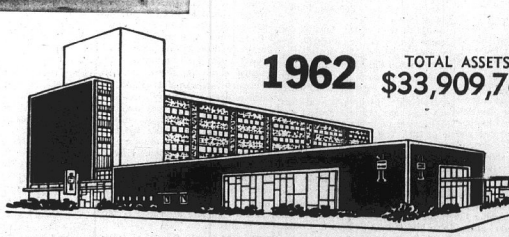
1902

Total Assets $159,910



1917

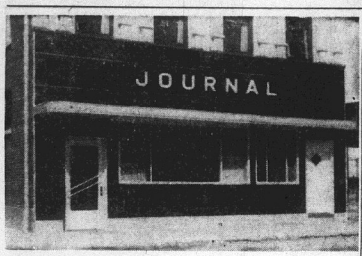
Total Assets $1,430,150



1962 TOTAL ASSETS $33,909,768

FIRST *GRANITE CITY* **NATIONAL BANK**

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HIGHLAND JOURNAL—The history of the Highland Journal records only two owner-publishers since its establishment. The current owner-publisher, Vernon W. Ittner, celebrated 29 years in that capacity in August. Journal Photo)

Highland Journal Credited With Spearheading Many Improvements for the City

The Highland Journal, first published in 1893, has had but two owner-publishers since 1895, John N. Stokes from that date until August, 1933, and Vernon W. Ittner from 1933 to the present time.

The Journal was organized as a stock company of business men under the direction of Charles Weiss and first appeared Jan. 27, 1893 as an English newspaper, the first in Highland since the "Highland Herald", which had had a brief existence from April 13, 1881, until 1883, when it was absorbed by the Edwardsville Intelligencer, then published by Charles Boeschenstein, who had become the sole owner of the Herald. After 18 months of publication of the Herald under his leadership, he bought the Edwardsville Intelligencer.

It is not easy to realize now that Highland had had no English newspaper before 1881 and none again from 1883 to 1893. Highland was to continue to have a weekly newspaper printed in the German language until as late as April, 1913.

Journalistic Link

It appears that there was a journalistic "link" between Edwardsville and Highland, with Boeschenstein, a local publisher, buying the Intelligencer in 1883, and John N. Stokes of Edwardsville, coming to Highland to join the Journal staff in 1895 with A. J. Utiger and becoming sole owner in 1898. Stokes served longer as the publisher of a Highland newspaper than any other individual. His span of service covered 38 years, from 1893 to 1933. During that time, he came to be known as a writer of ability — his writings being forceful, entertaining and effective. He was a master of the brief, incisive editorial paragraph, and his qualities won recognition beyond his chosen field. He had more than one offer to take his talents where they might gain wider recognition, but he preferred to continue as the publisher of the Highland Journal.

Ittner Takes Over

When the time came for him to retire, he preferred to turn the editorial mantle over to a Highland "boy", and it did not take long for him and the present publisher to agree to terms of sale in July, 1933. At that time, Ittner was completing his third year as publisher of the Cobden Review, in Union County. His previous newspaper experience consisted of three years' work on the staff of the Daly Illini, at that time a highly regarded student publication at the University of Illinois. Graduating from the School of Journalism of the U. of I. in the mid-term of 1928, his first job was that of Sports Editor of the Kewanee Star-Courier, a daily.

However, the weekly field had more appeal for him than the daily, and after six months he left the newspaper to attend Rubicam Business School in St. Louis to get some bookkeeping and business training which had escaped him up to that time. After completing that course and spending sometime in a St. Louis office, he purchased the Cobden newspaper, then came to Highland which was his objective for some years.

He is now marking his 29th year as publisher of the Journal. He is a native of Highland, a graduate of the Highland High School. His parents, also natives of Highland, were Theodore and Emma (Koch) Ittner, and his wife is the former Estelle Hagnauer, a member of another well known Madison County family. They have two sons, Theodore, a member of the Journal staff, and William, an employe of the General Telephone Co. of Illinois, residing in Jacksonville.

Not the largest newspaper in its area, in point of circulation, few will deny the influence for progress the Journal has exerted during its long existence. It has always taken a stand on issues and more often than not, it was on the prevailing side.

Some Major Projects

While the Journal is not a crusading paper, it has had its "pet" projects over the years. Early in the 1950's it spoke out for the need of greater storage capacity for the city's water supply, calling for the construction of a dam across the east branch of Silver Creek and the creation of a lake. While it did not envision a lake the size of the 750-acre one that is now almost a reality, there are readers who will give the Journal some credit for starting the thinking along those lines. In this connection, the Journal attempted to enlist government aid for a State Park which would have included the lake and the beautiful scenery abounding in the Grantfork Timber, but failed in this respect.

Other readers will give some credit to the Journal's articles for the need for a swimming pool in Lindendale Park, after the original one was closed by the state for not coming up to accepted standards, which resulted in one being built there by C. J. Hug which has provided much enjoyment to old and young for miles around in recent years.

In the 1930s, the Journal occasionally carried editorials commenting on the virtues of the City-Manager type of city government as one which might be adopted by Highland. The editorials were not written because the local government was bad, weak, or breaking down, but because the City Manager form might be more efficient in that it would give Highland a trained individual who would devote his full time to the city's management, something that seemed essential since the city owned its own power and light plant, and waterworks.

No intensive campaign was devoted to this until the Journal joined with the Highland News Leader in 1960 in waging a campaign for the change. The proposition carried in a special election and is now in its testing period. Since the editors of both newspapers had campaigned so intensively for the new type of government, they decided, after its adoption, that it would receive a fair test only if all Councilmen would be in favor of it. Therefore they announced themselves as candidates for two of the four aldermanic posts, and were elected. This situation, where two editors of a city are members of the City Council, is probably not duplicated in any city in the United States today.

Present Campaigns

The Journal's present continuing editorial campaigns are: the wider use of Junior Colleges throughout the state to relieve overcrowding of crowded campuses and to provide higher education for more students at less cost; and, the rebirth of the old custom of having Old Glory waving in front of all business establishments, and more residences on all appropriate occasions.

Incidentally, at least one editorial of the Journal has been reprinted in the Congressional Record, at the request of Congressman Melvin C. Price. Others have been selected as subjects for the "Open Line" programs conducted by Rex Davis over Radio Station KMOX.

The Journal is a member of Greater Weeklies of America, the National Editorial Association, Illinois Press Association and the Southern Illinois Press Association. The publiher is a member of the St. Louis professional chapter of Sigma Delta Chi.

Bloomer Girls Ball Team Played Granite

The Boston Bloomers, described as the only ladies' baseball club in America, played a local amateur team of girl athletes in 1903 in Granite City. Organized in 1893, the Boston team traveled in its own "palace car" and was noted for always appearing on the playing field in "20th century attire"—uniforms resembling bloomers.

Elijah Lovejoy Was a Man Who Believed in Freedom And Was a Man Who Was Not Afraid to Die for It

Elijah Parrish Lovejoy reeled as five bullets entered his body. He staggered back into Gillham's warehouse. He died a few minutes later — on the night of Nov. 7, 1837. The assassin's gun had finally silenced the dauntless Alton crusader of free press and speech. speech.

Target of mob violence throughout his crusade, Lovejoy fell while trying to prevent a mob from burning the warehouse in which was stored his fourth press.

Lovejoy, son of a Congregational minister, was born in Albion, Me., on Nov. 8, 1802. He graduated with highest honors from Waterville (now Colby) College.

In 1827, he made his first trip to St. Louis. He stayed first as a teacher and then as editor of a political newspaper, "The St. Louis Times", an organ of the Whig party.

Licensed to Preach

A religious inspiration in 1932 prompted Lovejoy to return east to prepare for the ministry at Princeton Theological Seminary. On March 24, 1832, he entered the seminary. In April of the following year he was licensed to preach as a Presbyterian.

It was after a summer of supply work at the Spring Street Church in New York City that Lovejoy accepted the editorship of the "St. Louis Observer," a publication for Presbyterians in Illinois and Missouri.

Soon after he assumed leadership of the Observer, he declared his opposition to slavery. His attacks on slavery became so bitter and extreme that the owners of the paper suggested he limit his discussions.

Lovejoy Comes to Alton

But Lovejoy continued his powerful attack. The climax came with the mob slaying in St. Louis of a Negro deck hand named McIntosh. Jailed for killing a white man who had grossly abused him, McIntosh was seized by a mob, chained to a stump and burned to death. His charred corpse was left unburied. The action of the crowd was sanctioned by City Judge Lawless, at a subsequent trial.

The action aroused the crusading editor. Lovejoy launched a bitter attack on the misuse of justice.

Threatened again and again, and feeling that this attack could best be carried out across the river in Alton, Lovejoy announced his coming move in the June 29, 1837, issue of the Observer.

But Lovejoy was to find himself unwelcome in Alton, too. Within a few days the bustling river port was to be chartered as a city and it envisioned a prosperous and growing future. Much of the trade, by riverboat, was with the South. Some men with money invested didn't want the young editor-preacher, newly arrived, to alienate the friendship of the South while the rival town of St. Louis boomed.

A few days after the announcement, the press was boxed for shipment to Alton. Before it could be transported much of the press was destroyed and thrown into the river by undetected men. What was left of the press was shipped to Alton but unfortunately was unloaded on the Alton warf early Sunday morning. Curious crowds inspected the press during the day. Sometime that night what was left of the press and the type was destroyed and tossed into the river.

"Observer" Published

A new press arrived in Alton Sept. 8, 1836. A few days later, the first issue of the "Alton Observer" appeared.

On June 29, 1837, Lovejoy published the "call" for signatures to petitions for the abolition of slavery in the District of Columbia. The following week he published his reasons, evidently written on July 4, for forming without delay a "Illinois State Anti-Slavery Society." Such a society was soon organized by the Rev. T. B. Hurlbut of Upper Alton.

Citizens disapproving of the editorial policy of the Observer called a public meeting at the market square (now Lincoln-Douglas) on July 21, 1837. Lovejoy counteracted by writing an editorial entitled, "What are the doctrines of the Anti-Slavery men?"

A mob attempted to assault Lovejoy on Aug. 21, 1837. Later that night they broke into the Observer office and destroyed the press and type.

New Press Ordered

Friends of Lovejoy raised money for a third press which arrived Sept. 21, 1837. A guard was posted to protect the new press, but after he retired, 12 men entered the Godfrey-Gillman warehouse and rolled the press to the river bank where it was smashed and cast into the river.

A new press was ordered immediately. Meanwhile a public meeting was held calling for free press and free speech. A committee was organized to study the problem in Alton. Cyrus Edwards, then member of the state Senate and Whig candidate for governor, was elected chairman of the committee.

The committee advised Lovejoy to abandon his mission in Alton. While the editor had the right to "entertain and promulgate anti-slavery views, it was not expedient that he should do so." To promote peace and harmony in the city, he was asked to sever his connection with the paper.

Lovejoy, although aware of the danger he was facing, elected to stay in Alton. The fourth press, shipped from Cincinnati, arrived in Alton on the night of Nov. 6.

Sixty well-armed men gathered to guard the press in Gillham's warehouse, but only a few remained the night of Nov. 7.

The Mob Gathers

Nothing happened until 10 p.m. Then the mob began to gather as if by prearranged agreement. The leaders stepped forward to announce the building would be burned if the press were not turned over to the mob.

It was in protecting the building and the press from fire that Lovejoy lost his life. The press was taken, broken up, and cast into the Mississippi, but the Observer did not die.

Elisha W. Chester printed the Observer in Cincinnati for several years. The Rev. Hurlbut acted as the Alton agent distributing the paper and reporting local news.

The history of Lovejoy and the "Alton Observer" is more than the tale of an abolitionist effort. A far greater freedom was involved. This freedom of press and of speech was established by the bold American patriots who sacrificed life and wealth to secure liberty for all. Men such as Elijah P. Lovejoy have stood — and sometimes failed — to maintain this freedom for every American.

In Lovejoy's words this freedom is expressed:

"But gentlemen, as long as I am an American citizen and as long as American blood runs in my veins, I shall hold myself at liberty to speak, to write, and to publish whatever I please on my subject — being amenable to the laws of my country for the same."

'Important' Facts of 1839 Told in Paper

"Important facts" were taken from the files of the Alton Telegraph for the year 1839:

The main exports from Alton were pork, lard, furs, flour, corn, and castor oil.

Construction of the Alton and Mt. Carmel Railroad was begun. By early winter of 1839, the road bed had been graded from Alton to Edwardsville and contracts let for the erection of the depot buildings at Alton and Edwardsville.

An office was opened at Alton for the sale of tickets for the Illinois State Lottery. The purpose of the lottery was to raise funds for draining the lakes and ponds in the American Bottoms to improve the health conditions of this section.

Statistics compiled in January, 1839, showed that during the period from March 10, 1838, to Dec. 18, 1838, 1,094 steamboats had docked at the Port of Alton.

A petition was circulated for the division of Madison County to form a new county. The citizens of Highland held a mass meeting forming an Anti-Division of Madison County Society to protest to the state.

A large consignment of satin beaver hats, the style of the period, was received by steamer for Moses, Forbes & Co.

The ferry boat "South St. Louis" was put into service at Alton to carry emigrants and their wagon trains. The boat operated between Alton and the Missouri shore, saving the emigrants many miles and hazards.

Tragedy Struck American Bottom Lands in 1915

Riverboats sank, horses stampeded, and American Bottom farmers were forced to cut their wheat with old-fashioned "cradles" in 1915 when a series of tragedies was caused by forces in nature.

The steamer "Belle of Calhoun" struck a snag above Alton. Despite efforts to save the boat, the Belle sank.

A heavy electrical storm stampeded 7,000 horses at the Bowman Farm in East Alton. The horses, owned by the English government, were waiting to be shipped to Europe for service in the war.

After being frightened by the storm, the animals broke from their corrals and raced through the country for more than 20 miles.

This 20 mile stampede brought destruction. Hundreds of dollars of property damage was done. People traveling on the highways were injured when caught in the animal tush. More than 100 of the horses were killed by trains during their flight.

Nature played more tricks with a heavy rain that compelled American Bottom farmers to abandon their tractors. The wheat was gathered by hand with the old-fashioned cradles.

When Granite City was first expanding beyond its former boundary of 23rd street in 1909, a popular sales slogan was "Don't live in your worn-out rut—buy a home."



HIGHLAND NEWS-LEADER — Russell Hoffman is now the sole owner of the Highland News-Leader, a paper which has served its community well and continues to do so. Hoffman is president of the Southern Illinois Editor's Assn. Many pieces of new equipment are indicative of the progress of this paper, the latest study of such progress being in the off-set method of printing. (Intelligencer Photo)

Highland News Leader Is Paper with Steady Growth

The first issue of the Highland Leader was printed on September 4, 1900, but the history of the Leader actually goes back to 1861 when Die Union, a German language newspaper, was started.

Die Union was purchased in 1898 from J. S. Hoerner by C. T Kurz, who then started the English language Highland Leader on Sept. 4, 1900.

Kurz operated both papers until April of 1913 when he sold them to A. P. Spencer, who in turn discontinued Due Union and on July 1, 1913 began publishing only the Highland Leader.

On Feb. 25, 1920, the Highland News made its first appearance, with S. M. Drum, Frank A. Winter and Edgar Hoffman as publishers. On August 1, 1921, with only Hoffman still remaining with the News, he merged it with Spencer, and the one paper then became known as the Highland News Leader.

From that time until 1942 the paper was operated by Spencer and Hoffman. In 1942, Oscar Hoffman, brother of Edgar and linotype operator first at the News and later at the News Leader, purchased an interest, and the owners became Spencer, Hoffman and Hoffman.

In 1946, Russell Hoffman, son of Edgar, returned from the Navy and purchased the interest of Spencer. From April 1, 1946, until July 1, 1958, it was then Hoffman, Hoffman and Hoffman, but in 1958 Edgar retired from the ownership, but has since continued part-time in charge of advertising.

New Owner

On July 1, 1962, Oscar Hoffman retired selling his interest to Russell Hoffman who is now sole owner and publisher.

The News Leader has had a steady growth in circulation ever since it started, and has never at any time resorted to subscription campaigns. At present the paid circulation is more than 4,350, with in excess of 4,700 papers printed each week.

For more than 50 years the News Leader came out on Tuesday, an unusual publication day for a weekly, but when the postal department discontinued twice a day delivery in the middle 1950's, it became necessary to set publication day back to Wednesday.

Do Job Printing

Job printing is an important part of the economy of the Leader, with more than 150 different jobs of various sizes turned out each month. Four years ago offset printing was added to the service available, and the bulk of ruled form and long run orders are printed offset.

Offset Coming

Within the near future, possibly by the time this special edition is published, the paper will also be published by the offset method.

The owner of the newspaper, Russell Hoffman, is an alderman on the Highland City Council, and is president of the Southern Illinois Editorial Association.

7up

Madison County?

We've Been Here Since The Year One!

THE YEAR 1901, that is. We missed out on Madison County's first century . . . but we've more than made up for that during the last 60 years.
We've watched Madison County grow into one of the State's most important commercial and industrial areas . . . and, as one of the first bottlers of 7-Up, we've watched 7-Up grow to become one of the world's top-selling beverages . . . in America . . . Europe . . . Africa . . . Asia . . . and Australia.

BUT TODAY, our eyes are on Madison County—where they belong. Madison County is an exciting place to live and do business. You've got us on the run just keeping up with the ever-increasing demand for 7-Up . . . but we're taking a breath here to thank everyone who has made our six decades in Madison County so pleasant —our thousands of 7-Up Dealers and their hundreds of thousands of 7-Up customers.

You've proved to us that . . . "You Like It . . ."

So let us add to this . . . "It likes You!"

WAGNER SEVEN-UP BOTTLING CO.

204 State Street

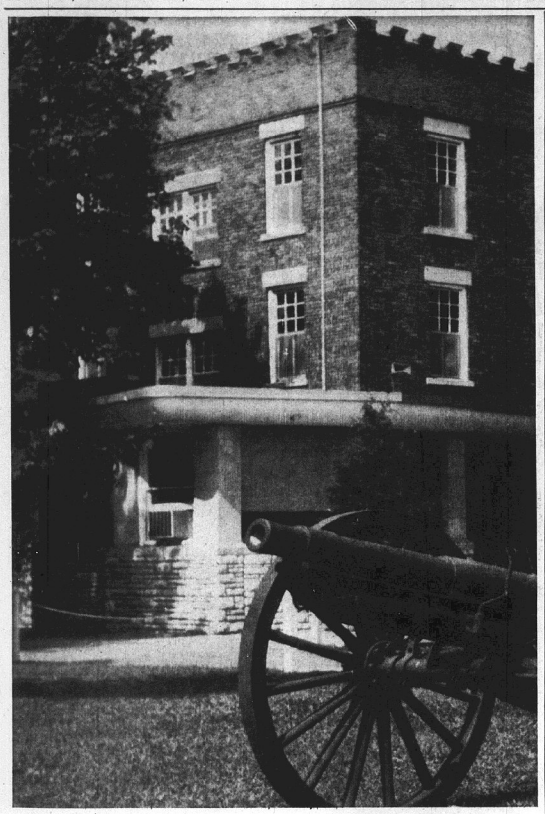
Madison, Illinois

WHAT'S NEW?



Nothing tells us more about what's new than our newspaper. It's a part of our daily life and nothing else could take its place. But apart from being a source of information, there's something dependable, something friendly about a newspaper. And like any good citizen it works on behalf of the community: frank, pointed, and without fear. This has been the role of the Alton Evening Telegraph, the Edwardsville Intelligencer, and the Granite City Press Record in Madison County. And now that Madison has reached its 150th birthday, these newspapers can justly share in the satisfaction of an illustrious past. As suppliers of their newsprint, we at Abitibi are proud of our association with them, and indirectly, with Madison County. And so we offer congratulations, and every wish for continued progress and achievement in the years to come.

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THE WESTERN MILITARY ACADEMY carries on the fine traditions instituted by its founders. A high academic program is offered with the other stringent military programs. (Telegraph Photo)

Western Military Academy Carries on Fine Traditions

In 1879 Dr. Edward Wyman selected the Bostwick Place as the location for the Wyman Institute, later to be called Western Military Academy. The rolling hills and quiet rural setting were far from the distractions of the city. The buildings which had previously housed the Rural Park Seminary for Girls were perfect for the fine school he hoped to establish.

By 1887 the school had grown enough to warrant the hiring of Albert M. Jackson as an instructor in mathematics. The young Princeton graduate was chosen principal two years later when Wyman died. Jackson carried on the traditions of the founder until 1892 when the property was sold by the Wyman heirs to Col. Willis Brown, who changed the boarding school into a military academy.

Brown, a business man, not an educator, retained Jackson as principal and hired George D. Eaton as business manager. The combination of Jackson and Eaton brought the academy national fame. In 1896, Brown retired, selling the academy to the two administrators. The enrollment increased from 100 to 300. The academy continued to stress manners and citizenship, but, in addition to teaching the students to be gentlemen and soldiers, Jackson introduced a stiff academic program which prepared the boys for any college.

Jackson Tradition

Under Jackson's leadership, the academy survived one of its greatest crises. In 1903, a fire which destroyed the administration building threatened not only the physical plant but the existence of the academy. Alton banks quickly advanced money for rebuilding. Temporary unemployment in the Alton area was met in the building activity at the academy. Special trains brought workers from St. Louis. By fall, the construction was completed, allowing the school to open on schedule to a full student body.

At the death of Col. Albert Jackson in 1919, Eaton assumed leadership of the school. On his staff was Ralph L. Jackson, Albert's son. The young Jackson, also a Princeton graduate, became superintendent when Eaton died in 1929. For 23 years Col. Ralph L. Jackson continued to develop a well-rounded program. The military training, the academic preparation, and the spirit of the cadets impressed officials during annual government inspections. The school continually ranked high among military academies.

In 1952, after his father's death, Col. Ralph Borden Jackson, became the third generation of his family to head the school. Well-prepared for his responsibility, he is a graduate of the Academy and did his college work at Princeton and joined the teaching staff of the Academy in 1941 but resigned to enter officers' training in naval aviation. After achieving the rank of lieutenant, he returned to the Academy in 1946. In 1952, he was made full colonel in the Illinois National Guard. His brother, Charles, is a member of the staff.

Academic Standards

Col. Jackson, who received his M. A. in education from Washington University, St. Louis, in 1948, is advancing the fine academic standards of the school. At his suggestion the library study hall was refurnished with comfortable easy chairs and attractive study tables. By creating a more pleasing atmosphere, the academy makes study and reading a rewarding experience rather than a chore.

The Senior Lounge, a Western Foundation project is another recent improvement. Friends and alumni of the school have provided the furniture and oil paintings decorating the room. The Lounge, which can be used only by seniors, houses a special collection of reference materials. It is separated from the adjoining English classroom by a glass partition.

In these advancements the Academy continues to stress quality. The pitfalls of mass education are avoided by treating each cadet as an important individual. Character and personality development is the major concern of the program. A recent catalogue describes the school as "large enough to furnish inspiration and competition, but small enough to permit personal attention to each individual."

Athletic Program

A strong academic program is required of all cadets. Since the majority of the students are preparing for college, English, social studies, science, and languages make up the rigid course of study. As a military academy, the school continues to take top honors in annual government inspections.

The school's motto "A Sound Mind in a Sound Body" is carried on outside the classroom. A full athletic program offers competition with such schools as Country Day, Missouri Military Academy, and John Burroughs. A wide variety of extra-curricular activities supplements academic training. The school newspaper The Shraphel, the Recall yearbook, dances, dramatics, and jazz bands are among the activities supporting the motto.

Cadets are enrolled from 20 to 30 states and from 10 to 12 foreign countries each year giving the school a cosmopolitan atmosphere. Many of the cadets are sons, grandsons, or friends of former students. The traditions of the academy are carried on by the alumni who continue in friendship made while at Western Military.

Hotels Chapter Of History In Themselves

Early-day hotels contributed an interesting chapter to Alton's history.

According to Brink's Hostory of Madison County, the best known hotel of Alton was the old Alton House which occupied the corner of Front and Alby streets.

A substantial frame building was erected on this spot in 1832 by Jonathan T. Hudson, in which a hotel was opened under the name of Alton House.

Among early proprietors of the building, which was destroyed by fire in 1837, were Andrew Miller, a Mr. Delaplain, Samuel Pitts and Washington Libby.

The building was replaced by a brick structure, about 50x20 feet and three stories high, which was erected by Calvin Stone. About the year it came into the possession of Maj. B. T. Burke of Carlinville, who remodelled and much enlarged it. Various parties leased it for short periods. It was kept for many years by Amos L. Corson, who was succeeded in the spring of 1866 by William Siemens, who was proprietor until the building burned Jan. 8, 1870.

Named for Lincoln

Another Alton hotel was the Franklin House, built by a Mr. Blakely, and later purchased by Benjamin Godfrey, who made additions to it. The hoted was located on State street at 3rd street and was renamed the Lincoln Hotel after a visit by Abraham Lincoln in 1858 during the famous debate series.

Samuel Pitts was then in charge of the building for six years preceding 1861. The next proprietors were Edward S. and Rufus H. Lesure, and then it came into the possession of W. H. K. Pile.

The Piasa House, on the northeast corner of Fourth and Piasa, was at one time a prominent and well patronized hotel. It was built by Judge Hezekiah Hawley previous to the year 1835.

Near Railroad Terminal

In the vicinity was the terminal of the railroad from Springfield, from which baggage and passengers were transferred to the boats, and the location of the hotel gave it great patronage.

After the railroad track was extended to the river and rail connection made with East St. Louis, the hotel declined.

The old Union Hotel, at one time a prominent hostelry, was erected by Beal Howard in 1829 at 2nd (Broadway) and Market streets.

A hotel of more modern times was the Empire House, which was torn down to provide space for the Commercial Building.

The Madison Hotel was at 2nd (Broadway) and Easton streets.

District To Fulfill Port Need

The Tri-Cities Port District was created by the Illinois legislature in April, 1959.

The Port District, a municipal corporation of Illinois, was established to include the western half of Madison County to the channel line of the Mississippi River, primarily to serve the needs of the cities of Venice, Madison and Granite City in economic development and providing new avenues for the establishment of industry depending primarily on waterborne commerce.

Upon the legislation being enacted, the proponents of the Tri-Cities Port moved rapidly to organize and establish an office in Granite City to commence functioning and serve the needs of the community. At the first meeting of the Tri-Cities Board, Carl A. Ranft of Granite City was selected as chairman of the agency and has continued in that capacity ever since.

Board Members

Other board members appointed by the governor of Illinois included Joseph A. Grant, Henry D. Karandjeff and Harold R. Fischer. Each mayor was prompt in selecting his representative to the Port board. Venice was represented by Harry E. Hartman, Madison by Austin A. Lewis, and Granite City by William L. Beatty.

The seven-man board began functioning immediately and retained the services of a general manager for the port development, U. S. Coast Guard Commander John L. Barron, retired. After numerous organizational meetings and formulation of policies for development of the entire port project, its aims, what it expects to accomplish and the areas it expects to use in its first development were outlined and given to the port manager for guidance in the future development of the Tri-Cities Regional Port on the Chain of Rocks canal in Granite City.

Project Financing

Although there are a number of projects and a number of avenues by which this agency could serve the people of Madison County, it was decided that the immediate establishment of a marine port probably would serve as the first nucleus for other projects to come at a later date and could serve existing local industries to an advantage.

One of the more important earlier decisions made by the Tri-Cities Port Board was that, although by law the Port District would have taxing powers with voters' approval, it was thought the port's aims and purposes could be served by working directly with private industry and utilizing long-term contracts from such industry to finance the projected facilities.

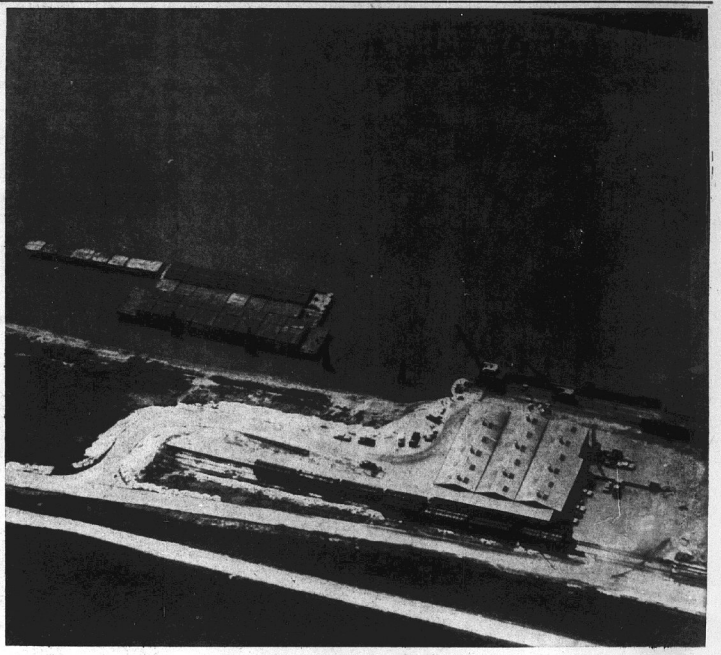
This avenue then would permit the entire port to be developed without additional taxes being imposed on any of the Madison County residents. To date, this program still appears sound and although there are a number of obstacles to the establishment of such a facility of the magnitude contemplated, it still is believed that it will be entirely feasible to produce the port without local taxation.

The time since the organization of the port has been spent in arranging the necessary financial, legal and engineering services to produce the overall plan of development. The port manager and board have, however, worked with up to 200 major industries in an attempt to locate them in the Madison County area.

Other Efforts

Further development efforts along this line have produced expansion ideas with local industry already located in Madison County. The port has proceeded to effect long-term leases with the federal government for portions of the harbor area on the Chain of Rocks canal and 176 acres immediately behind the levees for the location of terminal and transfer facilities in order to permit new type cargo handling between water, rail and truck.

All facilities that are projected are designed to serve the three major modes of transportation, create new employment in Madison County and produce an overall industrial atmosphere that would be conducive to expansion of present industries and the attraction of new industry to the area.



PORT DISTRICT—One of the major developments in recent months has been the planning of cargo-handling facilities by the Tri-City Regional Port District along part of the harbor area of the Port of Granite City. The harbor and wharf area are pictured by Robert K. Graul of the Alton Telegraph in an aerial shot.

Three Major Segments

The port property has been divided into three major segments. One-third is to be utilized in the handling of cargo to and from rail, water and truck with this interchange producing an outlet to areas quite distant from Madison County.

This will allow the bringing in of inbound cargo by rail or truck and trans-shipping by water for export or, conversely, the inbound product by water for trans-shipment to the entire portion of the northern Mississippi valley. One-third of the port is to be diverted into terminaling activity of unitized cargo or dry bulk cargo, much of which would require warehousing.

Among the major warehousing facilities projected is a 7,000,000-bushel grain elevator. This grain elevator would be primarily a shipping facility, but sufficient storage space is to be included to serve local industry. The remaining third of the port is being engineered and promoted as a liquid terminal for the storage and handling of industrial chemicals, liquid food oils and such other basic products that can be stored or trans-shipped to other areas of the country or to serve local industry.

The Tri-Cities Regional Port Board, serving without compensation, meets regularly, giving much time to the guidance of these projects and formulating such policies as it feels will produce an eventual installation running in the area of $20,000,000 to $30,000,000 total cost. The entire port project should be completed under a period of five to 10 years, depending upon the rapidity of cargo movements and ability of the present industries to expand and add facilities in the port.

This entire port complex is designed to utilize new high speed machinery in order to provide an overall reduction in cargo handling rates for local consumption and trans-shipping to other areas. The port will be the northernmost ice-free port capable of receiving and handling cargo for import, export or domestic use on a year-around basis.

Further, the port is geographically located in such a manner as to enjoy a fortunate advantage of being able to ship and receive from the city of Chicago by way of the Illinois waterway during the winter months when most waterways above Granite City are not useable.

Many Are Planning

In pursuing its aims to establish the port, the Tri-Cities Port District has been able to call freely upon the services of the municipal governments of the three cities, Madison County officials and of the major Chamber of Commerce officials who have given of their time and effort to assist in making the port a reality.

At this time the port is engaged in completing its final engineering to establish preliminary unloading facilities on the bank of the Chain of Rocks canal, and it is expected that cargo handling activities will be well under way in September or October of 1962.

This cargo movement is expected to hasten the development of the permanent installations that can be located near by to use the port facilities and also attract new industry to the area because of the reduction in freight and raw material costs.

Since its inception, the port has been fortunate in that all original board members have been able to remain on the board and work toward the common goal of getting the port established for the benefit of the entire county.

In addition to the port facilities that are projected to be built on the canal, the development of limited access Highway 151 should produce a major change in the traffic flow of the entire Madison County area. It places the port strategically to receive and distribute in all areas of St. Louis with less delay than has been experienced in the past.

Highway 151, with the capabilities of U. S. 70 and U. S. 270, should make the area a major center of distribution.

John Reynolds accompanied his father to Illinois when he was 19. He was destined to become governor of the state.

A town a few miles below Alton named Milton was laid out previous to 1817 but subsequently became extinct.

Mrs. Reese Led Music for Willkie

Mrs. Bessie Morgan Reese, Granite City, received a high honor in 1940 when she was asked by her former high school classmate, the late Wendell L. Willkie, to direct the music when he formally accepted the Republican presidential nomination before a gathering of 125,000 in his home town, Elwood, Ind.

Formerly of Elwood, the Granite City music leader originated the idea of her former class presenting a plaque to the nominee on the same occasion.

The population of Illinois when Madison County was founded was 9,000.

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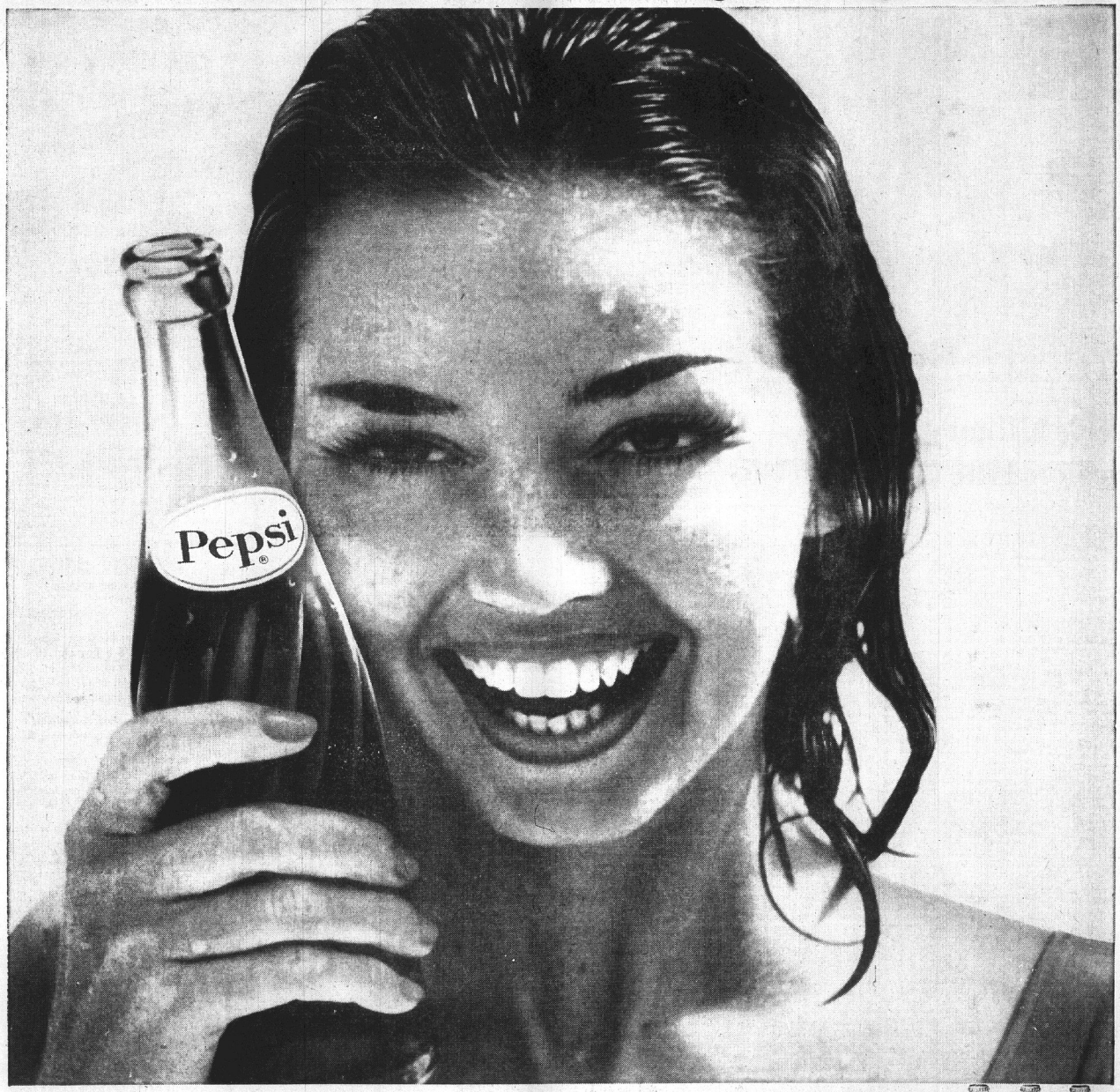
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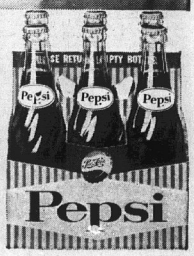
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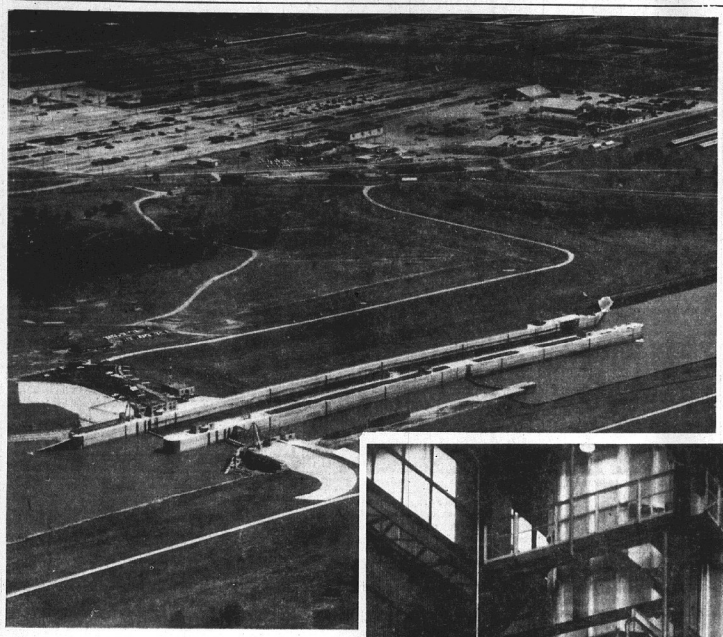
Thinking young is a wholesome attitude, an enthusiastic outlook. It means getting the most out of life, and everyone is joining in. This is thinking young. And this is the life for Pepsi—light, bracing, clean-tasting Pepsi. So think young. In stores, buy an extra carton. At fountains, say "Pepsi, please!"

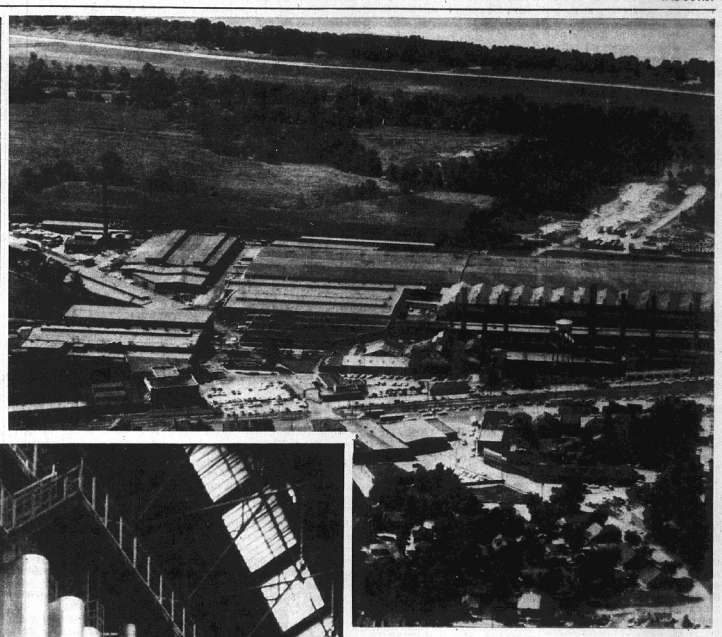
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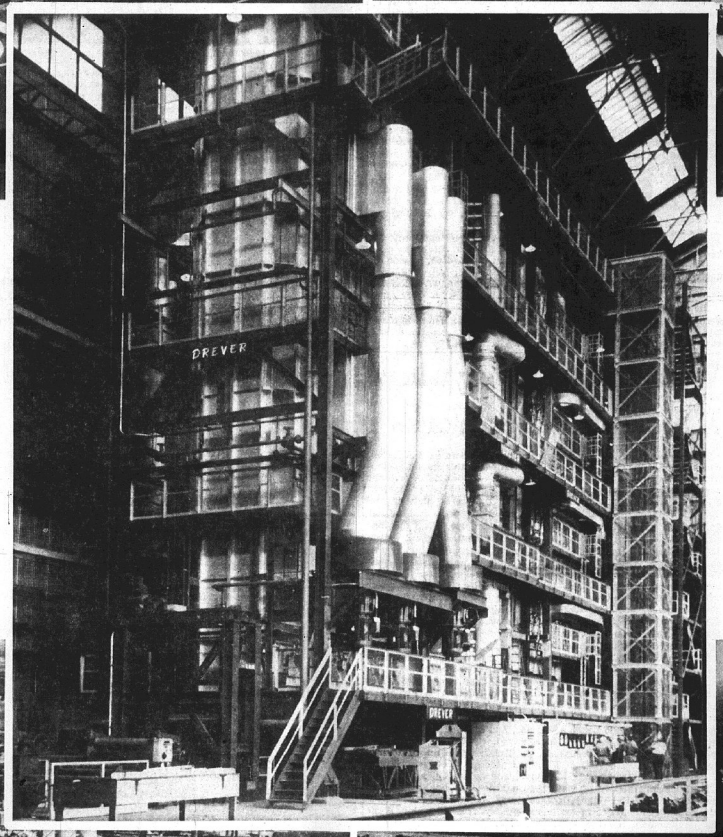


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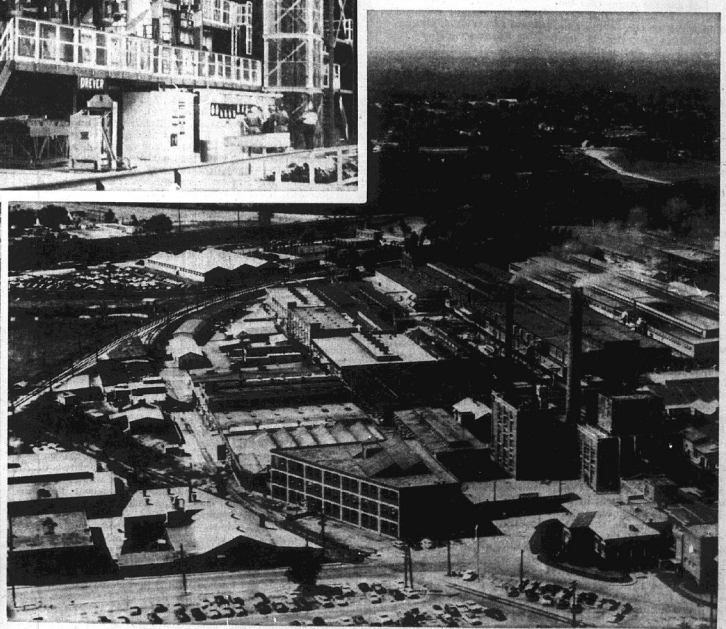




Industry and Labor

Background of Madison County





Johns-Manville Is Growing Into A Major U.S.-Foreign Market Plant

Johns-Manville's Madison plant was operated by the Barber Asphalt Co. from the early 1890's until 1944, producing such products as asphalt roofing and paint. During the war years Barber Asphalt had government contracts and produced material which was used for temporary airplane landing strips.

From 1920 to 1926, Barber Asphalt also operated an oil refinery at the west end of the present warehouse building.

Celotex Buys Plant

In September, 1945, the local plant was purchased by the Fry Roofing Company. Fry did not begin actual operation, and a short time later it was sold to Celotex Corporation.

During the next 15 years that Celotex operated the plant, many remodeling and expansion programs were carried out. In 1954, a 14,000-square-foot warehouse was built for the storage of dry felt, which is the base of asphalt shingles and roll roofing products.

In 1955, the company erected 13 slate silos for the storage of various colors of granules used in the production of asphalt roofing.

Sells Out

In early 1961, the plant was acquired from Celotex by the Johns-Manville Products Corp., which began operations on May 1 of that year. Johns-Manville headquarters is in New York and it employs 21,200 persons at its many plants and sales office locations.

The Johns-Manville Corp. started as a one-man operation and is now 104 years old. It consists of 11 divisions, one of which is the building products division. The Madison plant is part of this building products division and is known as the Johns-Manville Products Corporation.

Foreign Markets

Several years ago, Johns-Manville anticipated the tremendous growth potential in Europe and the Far East. To realize this potential, expanded sales, production and engineering organizations were established and have led to rapid developments in the company's international operations. During 1961, new sales offices were set up in Germany, Italy and Spain and more are now in the process of being established in the Middle East, Africa and the Far East.

With the expectation of continued rapid growth in the European Common Market, the company is increasing production facilities in that part of the world. At the present time expansion and modernization is underway at St. Marcellin, France.

Johns-Manville Products Corp. began operation of the Madison plant on May 1, 1961, appointing A. W. Buechner as plant manager.

At the present time there are 55 hourly and 20 salaried employes at the local plant. Asphalt roll roofing, asphalt shingles and fiber glass based products are made.

In addition, the Madison plant also warehouses a large majority of the company's production of other plants for shipment to customers. Shipments are made by trucks and rail cars to customers in Illinois, Missouri, Arkansas, Tennessee, Indiana and Kansas.

New Warehouse

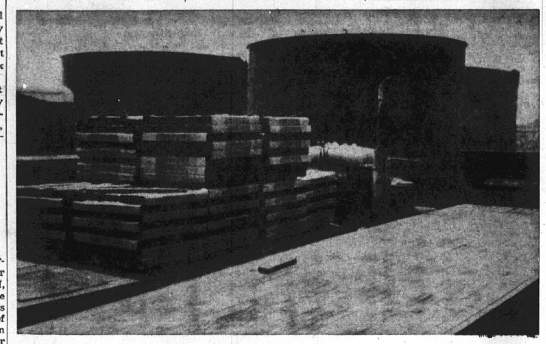
The local plant is situated on 23.7 acres of land with approximately 200,000 square feet under roof. At the present time, the plant is in the process of constructing an additional warehouse which will be 180 feet by 232 feet in size.

The employes of the Madison plant have maintained an enviable safety record, having been awarded the Asphalt Roofing Industry's safety plaque for the past two years. The plant also received recently an award from the National Safety Council for operating two years without a "lost time" accident.

Closely associated with the Barber Asphalt firm and local civic affairs for many years, M. S. Darrow was in charge of the local operations from 1914 to 1941. William J. Hart succeeded him in 1941-43, Everett Lyons 1943-44, and Manager McHugh was here from 1944 to 1945, when the Fry Roofing Co. bought the plant.

With Celotex the next owner of the plant, Franz J. Alfeis was manager from 1946 to 1951, Marion M. Hambrick 1951-55; Alfred R. Bideaux 1955-60 and A. W. Buechner, 1960 to the present.

Gen. John M. Palmer, formerly of Moro Township, was inaugurated as governor in 1869.



ROW OF TRAILERS at Johns-Manville Corp. Madison-Venice plant being loaded with asphalt shingles for shipment. Oil storage tanks in background hold materials used in the manufacturing process.

Nike Base Atomic Age Era History

On June 28, 1962, Major General J. T. Honeycutt, commander of the 5th Region ARADCOM, presented A Battery, 1st Missile Batalion, 62nd Artillery, St. Louis Defense, with the distinction of being scored an Honor Battery in the missile firing at McGregor Range, N. M. Being the highest honor which can be paid a Nike-Hercules Battery, this highlighted Battery A's history.

Organized in 1959

Under the provisions of Paragraph 2a, General Order 60, dated May 25, 1959, Battery A, Marine, Illinois was organized. The site location having been established, a team of military men had to be trained to maintain and operate this highly complex electronic system. On June 26, 1959, Activation Package No. 1 was formed. This consisted of 35 enlisted men and five officers to receive training at Ft. Bliss, Tex., on System which was eventually to be checked by this trained team and moved to Marine for emplacement. Capt. Floyd V. Lewis was assigned as Battery Commander, issued the system along with the assigned men and Battery A started molding into shape.

After two months of concentrated training, on Aug. 3, Package One received orders for movement of package and system to McGregor Range, N. M., a distance of 25 miles, for the final aspect of training, the firing phase of package training. Four days later, the equipment was emplaced and ready for the system checkout. On Aug. 14, 1959, the moment of decision had arrived. Package One was ready to fire. A Nike-Ajax was sent on its way at 4:30 p.m. that day, and Battery A recorded its first successful missile. In the next two days another Ajax and a Nike-Hercules missile were fired successfully, bringing the unit's performance to a perfect score of three kills for three missiles.

Operation SLAM

While the nucleus of Battery A was being formed at Ft. Bliss, Operation SLAM had been placed into effect. Operation SLAM allowed men of the St. Louis area to enlist into the Army with the distinct understanding that they would serve at one of the four Nike-Hercules batteries in this defense. SLAM met with great success and men from the greater St. Louis area enthusiastically began enlisting into the program. By August, 1959, Battery A was at a total strength of 74 enlisted men only awaiting the arrival of the package and the system from Ft. Bliss. The first part of September, Capt. Lewis and the package arrived by rail at Scott Air Force Base.

Then started the rigorous job of emplacing the equipment and bringing Battery A up to an operational status. By December of that year, the battery was ready to perform its mission of providing air defense of the St. Louis area.

Live in Montclaire

The men of Battery A had to be housed upon arrival in September. To meet operational requirements, housing had to be found enabling the men to reach the battery in a short time, any time, 24 hours a day. The Montclair district of Edwardsville was selected and the process of leasing homes began. Today 30 families occupy homes in Edwardsville.

Battery A soon found itself becoming a highly polished, smoothly-running organization, excelling in all major inspections from high headquarters up to and including the Department of the Army's very thorough inspection.

One year after inception the unit again was called to McGregor Range for its annual service practice. The trip was made to New Mexico and once again Battery A proved itself worthy of defending the St. Louis Area. Firing two missiles to successful completion was another outstanding performance for the battery.

In December, 1960, Capt. Lewis, having commanded the battery from its organization, retired from military service, and Capt. Yuengel became Battery A's new commander.

Through the year of 1961, the battery maintained the high caliber of performance that was associated with the unit. With Capt. Yuengel being called for overseas duty, Capt. Sammy D. Myers, the present commander, assumed duty July 6, 1961.

Further Training

The men were well trained, the equipment maintained to the highest degree of performance. Battery A was now training in higher performance aircraft tracking and constantly improving the capabilities of the radar operators in newly innovated aircraft manuevers. Even though the present Basic Hercules Systems could track any known aircraft of today, the Department of the Army issued orders to modify the Basic Hercules System. On April 1, 1962, a team of men from Western Electric Corp. came to Battery A and started the numerous modifications to the system. After two months of work, Battery A was again on their equipment, but now with a much greater capability in many new fields of radar tracking. This found Battery A in a new period of transition. With many men of operation SLAM now ending their enlistment, new men had to be trained in the shortest possible time.

With a completely new group of operators, could the battery still maintain its mission to the St. Louis Defense Area? On June 17, 1962, the battery was again called to McGregor Range for missile firing. The unit was ready in two days for the firing of their two missiles. The missiles were fired successfully. When the score was accumulated, Battery A was awarded the distinction of becoming an Honor Battery. The battery was ready and if needed was on call 24 hours a day to provide air defense to the St. Louis area against hostile aircraft.

Engineer Depot Has Been Steadily Growing Asset To Madison County Area

Original blueprints for the Granite City Engineer Depot were drawn in 1917. The site was actually selected during World War I but building of the depot was suspended indefinitely when the "war to end all wars" came to an end.

In April, 1942, ground was broken and in August, 1942, the first contingent of personnel arrived to begin operation of an engineer depot.

The depot expanded rapidly during World War II. Operations reached a peak in July, 1943, when over 97,000 tons of material, requiring 4300 railroad cars were received and shipped. The record employment of 5200 people was reached in 1944. In addition, during this World War II period, 1500 officers and over 2000 enlisted men were trained for engineer supply and maintenance functions.

Following World War II activities tapered off but were accelerated again to support troops during the Korean War. By 1954 operations returned to peace-time level.

After World War II the depot was designated a permanent installation. Construction of additional facilities has increased the efficiency of operations and the capabilities to assume additional functions and workload. Modern barracks for enlisted personnel and family housing for commissioned and non-commissioned personnel were added to provide military housing.

The depot presently employs about 1200 civilians and conducts a training program for over 600 military personnel. The military personnel figure does not include the recent presidential call-ups of the reserves who came on duty in October.

Large Payroll

The civilian and military payroll is in excess of $6,000,000 after payroll deductions. Payroll deductions include over $300,000 for United States savings bonds. In addition contributions are made by the government toward its employee benefit programs. These contributions amount to over $500,000 annually for insurance and retirement plans. Commercial carriers are paid over $350,000 for freight hauling while an expenditure of approximately $2,032,000 is made for local purchase of equipment, supplies, utilities and services.

Always noted for its cooperation in fighting fires and floods, aiding the United Fund, giving blood and advancing other civic endeavors, the Depot was honored July 31, 1954, on its 12th anniversary with a huge and colorful four-mile parade featuring 34 floats.

Tribute to the "progressive citizenship" of the Army base and local community was paid during a speaking program that day attended by thousands of persons. Thirteen people were injured later in a freak windstorm which damaged two grandstands on the Depot parade grounds.



SERVING ARMED FORCES bases in a wide surrounding area, the Granite City Engineer Depot receives approximately 21,000 tons of supplies annually from procurement sources, other military posts and other depots and governmental agencies. Storage and distribution of large volumes of material is made possible by use of ultra-efficient methods and equipment.

The Press-Record published a special 12-page "Salute to the Depot" section to mark the occasion.

The depot is located on the east bank of the Mississippi River. It covers a 906-acre tract bordered by the cities of Granite City, Madison and Venice.

A principal factor in the depot's location is the transportation facilities. Since it is adjacent to the nation's second largest transportation complex, exceptional rail, water and highway facilities are afforded. Two major airfields are readily available. Barge loading facilities on the Mississippi can be used if necessary.

The depot's six missions are supply, maintenance, training, packaging, surplus sales and engineer field maintenance.

Supply

General engineer supplies and equipment are received, stored and issued. Issues are made to posts, camps and stations in the midwestern United States and to all overseas areas through the army ports. The depot receives approximately 21,000 tons of supplies annually for procurement sources, army posts, camps and stations, both within the continental United States and overseas; from other depots and from other government agencies. Items are preserved prior to storage if they are subject to deterioration.

The type and extent of preservation is dependent on the material and place of storage.

All types of engineer equipment including topographic, infra red, electronic and cryogenic material is repaired and overhauled.

Equipment is overhauled annually in the depot maintenance shops for return to depot stocks and subsequent issue to troop units, return to using troop units and the Air Force.

Thirteen central states comprise the maintenance area.

Training

Military units are trained in the techniques of supply and maintenance. Military personnel are provided school training in repair of specialized equipment.

Field problems and on-the-job training in the techniques of supply and maintenance prepare military personnel for action in any area of operation.

Technical information on preservation, packaging and packing regular supplies and equipment is developed and disseminated to procurement activities, troop units, depots, port packing facilities and other government agencies.

The methods and material necessary to meet various conditions are compiled and published in manuals which are distributed throughout the Army.

Surplus Sale

Department of Defense surplus personal property located within Sales Area No. 13 is disposed of by sale through the Defense Surplus Sales office. There are seven installations in this area.

Nike-Hercules batteries located in the St. Louis area are provided engineer field maintenance.

The depot has two locomotives operating on 29 miles of railroad tracks. There are 19 miles of paved roads to accommodate the motor vehicular traffic.

Modern barracks for enlisted personnel provide for the health and comfort of troops. Modern apartments and duplex units are available for commissioned and non-commissioned officers and a trailer court provides facilities for personnel who own trailers and live on the depot with their families.

The depot has its own fire department which is available to assist the Granite City, Madison and Venice fire departments when needed.

The depot also has its own police function which is the responsibility of the provost marshal, a dispensary for the military but available to civilian personnel for emergency treatment, a post exchange, commissary dairy store, cafeteria, snack bars, chapel, credit union, library, barber shop, dry cleaners, officers' open mess, non-commissioned officers' open mess, service club, crafts shop, theater, recreation area, auto body shop, swimming pool, bowling alley, golf course and tennis court.

The installation was re-named the Granite City Army Depot in August.

Commanding officers have been as follows: Col. J. R. Brownell, 1942-45; Col. R. E. York, 1945-46; Col. M. G. Martling, 1946-48; Lt. Col. M. C. Wright, June 1948 to September 1948; Col. K. M. Moore, 1948-50; Brig. Gen. F. B. Butler, June 1950 to November 1950; Col. B. C. Fowlkes, 1950-52; Col. Leland B. Kuhre, 1952-55; Col. Carl M. Sciple, 1955-58; Col. Charles H. Waters, 1958-59; Col. Jack C. Jeffrey, 1959-61; and Col. John M. Ansley, 1961 to the present.

Water, Water, Everywhere Is Story of Water Works

The network of water lines which supplies the Quad-City area with pure, clean water is part of over 700 miles of lines of the East St. Louis and Interurban Water Co. which placed the Granite City purification and pumping plant in service in 1950.

Water drawn from the Mississippi River at Chouteau Island, three miles downstream from the mouth of the Missouri River, is fed through 54-inch lines to the plant, purified, and re-routed to the communities of Granite City, Madison, and Venice at a normal rated capacity up to 10 million gallons per day. An addition was was built to the initial plant in the years 1953-54 as Granite City area communities were enlarged and the demands for water increased. Recently, public water districts in the Pontoon Beach and Mitchell areas were placed in operation with water purchased from the utility.

Major Factor

The abundant supply of water available from the Mississippi River has been a major factor in the development of the Quad-Cities as an industrial, commercial, and residential center. But the untreated water of the river is not usable in its raw state. A boy once described water to his school teacher as a "light colored liquid that turns dark when you wash in it," but the water of the Mississippi is dark most of the time, and contains infectious bacteria. The East St. Louis and Interurban Water Co., besides its operations in St. Clair County, functions to process river water and deliver it pure to 60,000 people and business in the Quad-City area.

The story of city growth and industrial activity can be told by the water being used by a community. From 1925 to 1955 water consumption in the Quad-Cities area more than doubled from two billion gallons to four billion gallons per year. Water consumption dipped to a low of less than one billion gallons during the depression year 1932. It dipped sharply in 1946 at the close of World War II but has increased steadily in recent years.

Tight Control

The East St. Louis and Interurban Water Co. maintains a constant control of the entire process of water purification from river to city lines with around-the-clock tests for turbidity, color, and chemical and bacteria content.

Water passes through several stages in being processed for consumption and use. When the huge pump at Chouteau Island pumps screened river water into two 90 feet tanks, some of the soil particles and foreign matter is allowed to settle. Next chemicals which entangle foreign matter and act as a coagulating agent are placed in the water and the water is pumped into two coagulating basins where foreign matter builds up in clumps and form as sediment at the bottom of the basin.

In the next stage, the water flows into filtering pits where it passes through a bed of sand and graded gravel and all turbidity, color, and much of the bacteria is removed. The water emerges crystal clear into a reservoir but a small percentage of bacteria survive. The water is then sterilized by addition of liquid chlorine. Properly chlorinated, water is completely free of water borne bacteria.

Inexhaustible

The water supply that may be tapped to serve the Quad-City area is seemingly inexhaustible. During each 24 hours when the Mississippi is at its normal low stage, sufficient water flows under the McKinley Bridge to provide 200 gallons to each of the 180 million people living in the United States. This quantity is increased nearly three times when the river stage rises 10 feet, and never in the immediate future does the Mississippi threaten to prove inadequate.

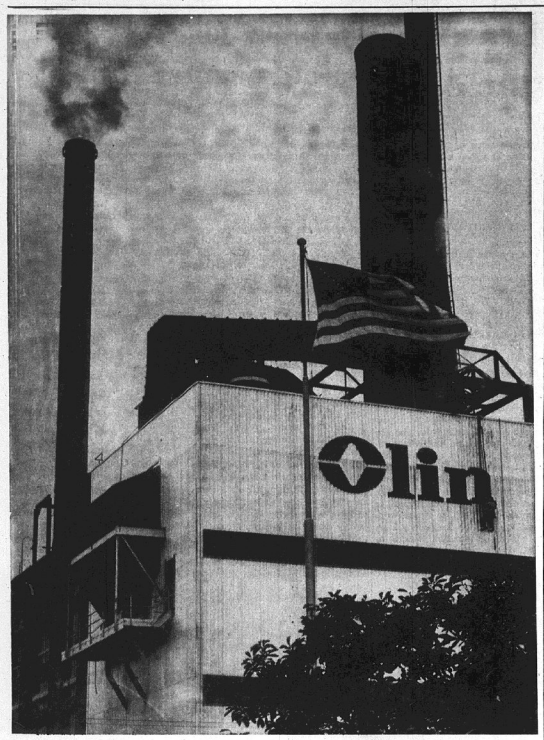
The Granite City Division of the Water Co. maintains a complete working force to maintain Quad-City lines, read, and service meters. New lines and facilities in recent years have been constructed, and the hundreds of fire hydrants the water company maintains throughout the area are an indispensable aid to fire protection.

The water company in Granite City was created early in the century and operated independently until 1915 when the water companies of the city merged with Belleville and East St. Louis firms to form the East St. Louis and Interurban Water Company.

We proudly salute Madison County, Illinois, on its 150th Anniversary . . . and all of us here at Hellrung Construction Co., are happy to be a part of it . . . happy to live and work in one of the major markets of the United States.

HELLRUNG
CONSTRUCTION Company
101 Cherry Street, ALTON

Hellrung Construction Company was organized and incorporated under the laws of Illinois in 1922. Since that time the company has completed all types of building contract work to the complete satisfaction of owners, material suppliers and subcontractors.



OLIN MATHIESON—One of the giants of Madison County's industry is the Olin Mathieson Co. located in East Alton. Diversification and technology have been the keynotes in the great strides forward made by this company. At the present time it is divided into three major interests—metals, Winchester-Western, organics—bringing to the area and the nation's economic picture a stable industrial complex. (Olin Mathieson Photo)

Diversification Is Key To Olin Mathieson Growth

When Franklin W. Olin graduated from Cornell University in 1886, his most ambitious dream was to build bridges spanning the great rivers of the West. Six years later he would establish a small black powder mill in East Alton, Ill., which would grow into a corporation spanning the world.

Immediately after graduation, the young engineer accepted an offer to work in a patent attorney's office. His first job led from routine drafting to the designing of knitting mill machinery. In 1887 his interest turned to the powder-mill industry when a cousin, a construction engineer, asked young Olin to help him build a powder mill in New Jersey.

After plans were laid, the cousin landed the project over to the novice engineer. Olin stayed in the powder-mill construction business. From time to time he introduced new practices and processes which saved the owners money and which proved universally valuable in the powder-mill industry.

After several years, he again looked westward. The coal-mining business in Southern Illinois was rapidly expanding and beginning to compete with the Pennsylvania fields. Although one powder mill was in operation in the Middle West, most of the black powder used in mining had to be hauled in from th East.

On July 4, 1892, Olin walked over the site which was to become Equitable Powder Co. of East Alton, Ill. The site had been chosen because of accessibility to the Southern Illinois coal fields and the transportation advantages of St. Louis, the great railroad center.

Equitable Powder Co. began operations in February, 1893. The standard 25-pound kegs, which became so familiar to mine owners, soon were appearing throughout the Midwest. Additional mills were built near Fort Smith, Ark. and Herrin, Ill., to serve the areas requiring large quantities of explosives.

During the early years of Equitable Powder, the explosive industry was undergoing gradual change. Dynamite was becoming an important explosive. The manner of loading shotguns was being revolutionized from the old muzzle-loading to the new breech-loading method.

Olin was not content merely to move with the times. In 1895 he saw an opportunity to lead in industry. He began work on a loading machine which would turn out complete rounds of shotgun ammunition.

The New Machine

By 1898 the machine was ready for demonstration. Western Cartridge Co. was organized with Franklin Olin as president. Later Western Trap & Target Co. was formed to manufacture a complete line of equipment for shotgun enthusiasts — with the exception of firearms.

In the first few years of Western Cartridge, the company was forced to expand operations beyond the loading of shotgun ammunition. The supplies of empty shells, wads, shot and primers were cut off. The challenges were met as operations were enlarged to include the production of these supplies.

The manufacture of satisfactory primers for shot shells and metallic ammunition proved a difficult task. Various procedures were tried until 1910 when Olin took a leave of absence from his administrative duties to perfect primer production.

In 1912 Western ammunition achieved world-wide fame in an open trap shooting tournament in Springfield, Ill. Two hundred contestants fired thousands of rounds of western ammunition without a misfire, thereby establishing Western Cartridge as the top producer of sporting ammunition.

In the Ammunition Field

The sporting ammunition research, the invention of automatic production machinery, and the development of Ball Powder, a unique small arms propellant, were significant contributions by Western Cartridge to the sporting arms and ammunition field. In 1916 fabrication of its own brass cartridge cases was initiated at the Olin plant.

World War I brought 26 war contracts from the United States Government and its Allies and an official citation from Gen. John J. Pershing. A large brass mill was constructed to produce the cartridge metal needs for wartime contracts.

After the war, Western found that the brass mill was too large for former peacetime activities. Rather than shut down part of the mill, the company converted it to the production of tailormade brass and other copper-based alloys for various industries.

The sporting ammunition was not forgotten as Western Cartridge expanded into other fields. In 1931, Olin acquired the Winchester Repeating Arms Co. of New Haven, Conn. The Winchester rifle which gained fame as "The Gun That Won the West" was joined with Western, leader in the ammunition industry, in the Winchester-Western division.

The Olin Dynasty

Today at the Winchester-Western division's factories in East Alton and New Haven approximately 6,000 craftsmen produce some of the world's most complete lines of sporting rifles, shotgun and sporting ammunition, trap and skeet equipment and special ammunition components.

In the early 40s, Franklin W. Olin, then past 80, began to relinquish active control of the giant enterprise. His sons assumed increasing responsibility.

Cast in the mold of their father, John and Spencer guided the vast industry into further expansion. Olin merged with Mathieson Chemical Co. in 1954. The new firm became Olin Mathieson Chemical Corp. John M. Olin became chairman of the board, and Spencer T. Olin a director.

John Olin "grew up" in the business at East Alton. There he served as vice president and a director from 1918. He became president of Olin Industries, Inc. when it was created by a merger of Western Cartridge Co. and its subsidiaries in 1944. Spencer, after college, worked in all areas of the company and held various executive positions including first vice president of Olin Industries.

Olin Mathieson was in many field. The name Olin ranked with the great in American industry.

Sons Carry the Banner

Franklin W. Olin died May 21, 1951, a nonagenarian. His sons continued in the forefront of the nation's industrial march. It has been only in recent years that they lessened their own activities.

The Olin plants made a major contribution to World War II production in manufacturing more than 15 billion loaded rounds of service and training rifle and machine-gun ammunition, more than 1½ billion pounds of cartridge metal, more than 100 million pounds of aluminum, and many other items of military necessity. Over-all peak employment in all plants, including those operated for the government, in the summer of 1943, was 61,685 men and women.

The St. Louis Ordnance Plant, operated as an Olin subsidiary, alone produced almost 7 billion rounds of ammunition, which was more than the total production of all small arms ammunition plants in World War I.

In the early days of World War II the Winchester Repeating Arms Co., an Olin division, developed in 13 days the pilot model of the U.S. Carbine Caliber 30 M-1, and later produced almost a million of these new weapons for the armed forces. Winchester was the only commercial organization engaged in the production of the caliber 30 Gerand semi-automatic rifle and manufactured more than half a million of them.

Today the company is once again producing substantial quantities of vital materials for the growing national defense effort in its own plants as well as in government-owned plants operated by company subsidiaries on a cost-plus-fixed-fee basis.

Two decades ago, changes began in the company name.

At the end of 1944, various Olin owned enterprises were merged into Western Cartridge Co. which then changed its name to Olin Industries, Inc.

Entered New Fields

In 1949 after more than 50 years experience in manufacture of cellulose-base products, Olin Industries entered the cellophane and fine paper industry with the purchase of Ecusta Paper Corp. at Pisgah Forest, N. C.

The merger with Mathieson Chemical Corp. in 1954 allowed Olin Industries to round out its activities. Both companies had been founded in 1892. Development had been parallel. The wellknown E. E. Squibbs & Sons pharmaceutical firm had merged with Mathieson in 1952 as Winchester had with Western in 1931. Thus Olin Mathieson Chemical Corp. was born.

In 1956 the Olin company went into the aluminum business in a big way with the construction of a new rolling mill on the Ohio River near Hannibal, Ohio, with a capacity of 60,000 tons a year of aluminum fabrications.

To assure a supply of aluminum for the new facilities, Olin Mathieson formed a joint company with Revere Copper Co. to produce the primary metal.

In the same year nuclear energy operations were established for research development, and production of nuclear fuel elements and reaction cores. The operations at New Haven and Montville, Conn., are no part of the United Nuclear Corp.

The manufacturing activities at East Alton are divided into three areas: Metals, Winchester-Western, and Organics.

Variety of Products

The production of Olin brass, nonferrous alloys, fabricated products and Roll-Bond heat exchangers make the East Alton part of the Metals division by far the largest in the division.

The Winchester-Western division manufactures practically all the sporting ammunition under the famous names of Western and Winchester and most of the ammunition ordered by the government.

The Organics division manufactures ball powder and other explosives.

The East Alton plants covering 2,000 acres with hundreds of buildings employ about 6,000 persons making it one of the largest manufacturing establishments in this area. The company is now in the process of modernizing and expanding its metal division in a multi-million-dollar program.

The ambitious bridge-building engineer and his sons, John and Spencer, have built an international corporation with traditions deep in Madison County, an industrial empire that is one of the giants of the earth.

Cargill Inc. Elevators Are Important Part Of County Area

On July 4, 1954, Cargill, Inc.'s Granite City elevator "Q" ended its first three days' operation with a bang.

The then new 4.3-million bushel terminal facility totaled its books that Independence Day eight years ago and confirmed receipts of more than 1,000,000 bushels of yellow hard and red winter wheat, or better than 333,000 bushels each working day.

Although there was no way to establish whether or not a record had been set, the performance was conservatively regarded as "exceptional," said Addison H. Douglass, Cargill grain division's southern regional manager in St. Louis.

Each season since, Elevator "Q" has braced for the avalanche of wheat that pours into market in late June and early July when harvest hits its peak.

"Although short of the 1955 record, it is not unusual for 'Q' to dump 520 trucks in 24 hours—that's one every two minutes — during the harvest run, absorbing as much as 237,000 bushels per day," Douglass said.

Variety of Crops

The wheat, corn, oats and soybeans that come to "Q" find eventual markets both in this country and abroad.

The soft red winter wheat, common to Illinois and Missouri, is widely used in the U.S. for making pastries. Grain into export usually travels from "Q" to Cargill's nearby Elevator "R" in East St. Louis where it is loaded onto barges for movement downriver and transfer to ocean-going vessels, Douglass noted.

Most incoming grain arrives by truck, although recent railroad rate cuts have increased rail traffic, he said. Outgoing grain goes primarily by rail and barge.

"Q" is composed of two units, or "houses" as grainmen call them. One is a cloverleaf of four steel tanks with a capacity of 2,000,000 bushels. The other is a conventional concrete silo elevator.

Although "Q" is yet quite young, when judged by sesquicentennial standards, its age is in no sense a measure of the experience available in its management, Douglass asserts.

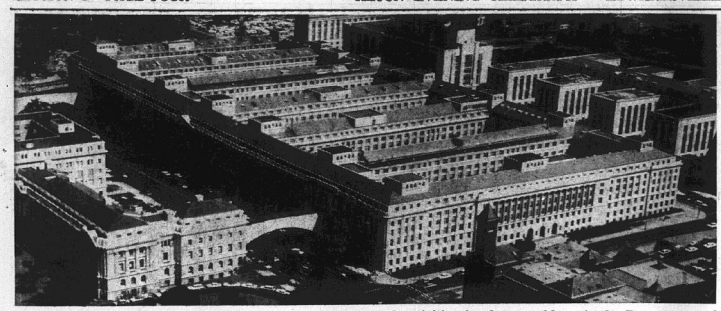
In 1965 Cargill will celebrate its own centennial in grain, reflecting a century of activity in the marketing, handling and processing of agricultural products, he noted.

Superintendent of "Q" is Damian R. "Don" Wozniak, a 25-year Cargill veteran employed at the firm's elevators in Chicago, Milwaukee and Norris City, before being assigned to Granite City as assistant superintendent. He was named to his present post in 1955.

Olin proud of leading role in growth of Madison County

Franklin W. Olin came to East Alton in Madison County in 1892 and started a black powder mill which became known as the Equitable Powder Company. It was the coal mines of Madison County that attracted him here from Vermont by way of West Virginia. That first powder mill was the seed from which grew one of the largest industrial plants in this part of the country. It became known as the Western Cartridge Company in 1898, Olin Industries in 1944. Olin Industries and Mathieson Chemical Corporation merged in 1954, and here at East Alton, the giant brass rolling mills, a part of the Metals Division, the Winchester-Western Division and the Organics Division, stretch out over 2,200 Madison County acres. Olin's 6,000 employees and their families are a significant part of Madison County life. And Olin is growing. A multi-million dollar modernization and expansion of the Metals Division is now under way. We are glad that our successes and plans for growth and expansion are linked to Madison County's own prosperity and bright future. Have a joyous sesquicentennial.

Olin



FARMING HEADQUARTERS — The seat of governmental activities for farm problems is the Department of Agriculture located in Washington, D.C. Pictured above is the complex of buildings which makes up the department. (Dept. of Ag. Photo)

Department of Agriculture Observing 100th Anniversary

Fifty years after Madison County was established, President Abraham Lincoln signed the Act that created the U. S. Department of Agriculture. In that Civil War year of 1862, he also signed two other bills that have contributed greatly to American agriculture—the Land-Grant College and the Homestead Acts.

In establishing the Department, Lincoln filled a need that had long existed for an organized, responsive source of research and information for all the Nation's farmers.

As early as 1785, private agricultural societies began to fill the gap in disseminating agricultural information until help came from the Federal Government. That help came first from the Patent Office, established in 1790, which sent out free seeds and gathered agricultural statistics.

More Attention Needed

But the need for more attention to agriculture had grown to such proportions by the mid-1800's that setting up a separate agency to deal with agricultural affairs was clearly in the national interest. After the USDA was created, Isaac Newton, who had been head of the Patent Office's agricultural division, became the Department's first commissioner. It was not until 1889 that the Department attained cabinet rank with a Secretary, the first of whom was Norman J. Colman.

Somewhat as a 100-year-old couple may look back with fondness and pride on their children and grandchildren, so does the Department of Agriculture have ample reason to take the highest satisfaction in what its "offspring" have done to improve the lot of all Americans — on the land and off. Their interests always have come first; and the Department, during the 10 decades of its existence, has added a broad variety of services to meet their needs.

Earliest among them were the scientific bureaus, including those of animal industry, plant industry, chemistry, forestry, and soils. Farm demonstration and extension education programs early took on important roles in the Department's services to farmers, with the Extension Service authorized by the 1914 Smith-Lever Act.

Human Relations

The importance of human resources has been given top priority by the Department since early days, with young people on the farm one of its primary concerns. The Land-Grant Colleges themselves, of course, were instituted, prophetically, with a view to extending an opportunity for college training to farm and ranch youths comparable to that of town and city youths schooled in special vocations and professions. So were the vocational agricultural classes that came along later at the high school level. And the Department-sponsored 4-H Clubs, through organized projects ranging from raising prize livestock to practicing soil and water conservation, have further contributed to developing better farmers for America.

In the 1930's came the Department's most spectacular expansion of services to help the Nation's farmers and livestock men achieve more efficient and profitable production and better family living in rural areas. By this time, efforts to hold down production of crops in surplus supply had become an added problem demanding the Department's continuing attention, begun with crop and marketing controls through operation of the Agricultural Adjustment Act of 1933.

Soil and water conservation, to preserve our remaining heritage of crop and pasture land, became an important part of the Department's business in the 1930s. Congress enacted the Soil Conservation Act to provide technical and other help in controlling erosion and floods on farms and small watersheds. The Agricultural Adjustment Act was changed to the Soil Conservation and Domestic Allotment Act, and soil conservation aspects of this legislation became its primary objective.

Betters Rural Life

The Department's contributions to better rural areas family living have included rural electrification. This has been responsible for replacing coal-oil lamps on the farm with line power now serving almost all of the Nation's rural families not served by private companies. That is to say nothing of a more recently undertaken companion program that that rapidly is bringing telephones to farm families.

Farm credit and financing over the years have opened the way both to more stable farming operations and farm home improvements. Included are loans made to farm and ranch operators who may not be able to arrange private bank financing, for farm purchases, improvement, or equipment, crop production financing, and so on.

Cost sharing, meanwhile, is another means by which the Department provides substantial financial aid to landowners and operators and others. Such assistance is made available, for example, through the Agricultural Conservation Program for establishing soil conservation practices, under the Watershed Protection and Flood Prevention Act to local communities that develop small watershed projects, and through the Great Plains Conservation Program to landowners and operators for converting hazardous cultivated lands to grass and installing other conservation measures.

Conservation

The essential services demanded of the Department of Agriculture and the State and local institutions with which it formally cooperates, including soil and water conservation districts, are many and varied. They range from plant inspection and quarantines to protecting our crops and livestock from pests and diseases, meat grading, and inspection and testing grain for market.

The Department has devoted a most substantial part of its energies in serving the needs of food and fiber processing and marketing interests, and in protecting consumers and improving the quality of meat, poultry, dairy products, vegetables, and other foods they buy. The seed packets of another day have been supplanted by practical, readable bulletins covering everything from how to grow and cook, can, or freeze fruits and vegetables, to those on remodeling farmhouse kitchens or making women's dresses, to calorie charts.

The Department issues crop reports essential to growers, markets, and government bodies in guiding the month-by-month planning of their operations, as it has done for many years, but now on a scale never dreamed of a few years ago; and it regulates futures trading on farm commodity exchanges. Its economic research has grown into one of the Department's most important functions, with the findings crossing agricultural lines to find essential uses in many segments of the national economy.

The Department's activities also range from management of the national forests for fire prevention and recreation, timber harvesting and other uses, and distributing trees to private landowners under the 1924 Clarke-McNary Act, to helping farmer cooperatives in more efficient handling of farm products moving to the consumers. Special laboratories carry on research to improve wood products for builders and other consumers.

The Department also serves all Americans by stepping in with food, feed, or financial aid in communities or other areas struck by flood, drought, or other disaster or those suffering from depressed economy. An important newer undertaking is that of giving technical and other help for improving agriculture and building up small industries in rural areas needing such development. It long has operated an insurance program for farmers to protect them from crop disaster.

Stabilizing Programs

Stabilization programs through the years have been adjusted to meet changing conditions. Thus in the early 1930s programs were aimed at reducing production and shifting to a conservation type of program. In the 1940s needs of a world at war directed programs toward increasing production with accompanying programs relating to allocating scarce materials and machinery and campaigns for corn and wheat. In the early 1950s and 1960s the cycle had been completed and programs once more sought a downward adjustment in farm production while helping to move vast quantities of excess products into relief and Food for Peace channels at home and abroad. A new idea entered the agricultural stabilization picture in 1962, that of diverting some croplands into recreational uses.

Finally, the Department of Agriculture has major responsibilities in the international field. Foreign trade in farm products truly is big business; and the Department both seeks to promote sale of American farm commodities abroad and to help traders abroad overcome problems that arise. It also provides them with reports and analyses on foreign markets. Likewise, the Department is responsible for the distribution of surplus farm commodities to needy areas in other countries.

Food for Peace

The Food for Peace program became a major arm of agriculture's international relations in 1954. Our ability to produce more than the people of the United States can use has proved to be a blessing to more than 100 less fortunate countries that receive food and fiber from us under the Food for Peace program. During 1961, for example, about 45 billion pounds of agricultural commodities went overseas under this program.

Today, American agriculture is the most efficient in the world. And the American people are the best fed in the world, at a cost for comparable foods well below what consumers in any other country have to pay. Agriculture is the Nation's biggest business, employing more than 7 million people on it 3¾ million farms and ranches. It is indeed significant that those 7 million produce the food and other commodities consumed by our population of 185 million. Thus, the keystone of America today — our industrial strength, our high standard of living, our power as a Nation — is the farm productivity developed during the last 100 years.

As the Department begins its second century, farm operations have increasingly become a matter of sophisticated management and large investments of money, rather than a way of life for which only modest resources or training or needed. Many of the historic differences between rural and urban life have disappeared, but many of those that still exist are serious problems. They reflect the fact that a disproportionate number of farm people still do not have adequate levels of income, education, sanitary facilities, health care, and other necessities of modern life.

These are among the problems that the U. S. Department of Agriculture is concerned with today as it works to insure a fair return for farmers, to provide for basic human needs, to care for our resources, and to fulfill a duty to all Americans.

The first known means for regular transportation across the Mississippi was a ferry started in 1808 near the present city of Wood River.

George W. Pickett was the first child born in Edwardsville — 1816.

Bi-State Will Give Impetus to the Area

The latest project of the Bi-State Development Agency, the $250,000 expansion of the 13-year old agency's dock and shipping terminal at the Granite City Harbor, is a further step in the agency's master plan to develop the commercial and industrial potential of the greater St. Louis metropolitan area which includes Madison and St. Clair Counties.

Since September, 1949, when the agency was formed by a group of East Side and St. Louis area citizens interested in coordinated interstate development, Bi-State has removed many obstacles to progress and undertaken a number of measures in the interest of the Quad-Cities. Authorization of powers for the interstate agency by Illinois and Missouri state legislatures in 1953 and 1959 opened the way for development plans which include a proposed $5,350,000 Granite City grain elevator, a single-operation interstate transit system, and an executive-type airport at Cahokia, Ill.

The agency also will construct and operate the transit system in the St. Louis Gateway Arch, now being built and due for completion in 1964.

New Harbor

The main tangible example of Bi-State's work is the Granite City Harbor freight terminal and warehouse facilities. The Granite City Harbor was constructed in 1952 as part of the Chain-of-Rocks Canal project and turned over to the agency for operation and maintenance by the Army Corp of Engineers. The agency leased a tract of land from the federal government to construct a dock and warehouse at the harbor and on Sept. 17, 1955, the terminal was opened. The $1,500,000 facility which was built through the sale of revenue bonds, provides transhipment of freight between barges, trucks and railroad cars.

Completion of the present project increases the dock space at the terminal to 900 feet and mooring space for river ships to 700 feet.

When the harbor at Granite City was opened with the terminal in 1955 it provided the connecting link between four major rivers, 26 railroads and six transcontinental highways. Illinois Governor William Stratton was the guest speaker in the dedication ceremonies for the harbor and terminal September 17 at which he praised the Bi-State Agency. The major portion of the harbor port was leased by the St. Louis Terminal Warehouse Co., and another portion was placed under a long-term lease to the Granite City Steel Co.

Agency Members

Members of the Bi-State Agency are: Charles M. Roos, Belleville engineer, vice-chairman and acting chairman; H. S. Wilhelm, Collinsville, executive secretary of the Central Trades and Labor Union Council, agency secretary; Harry F. Harrington, Ladue, president and board chairman of Boatman's National Bank, treasurer; D. Richard Adams, St. Louis, business manager of the Carpenters' District Council; J. F. Schmidt, executive vice-president of the Waterloo State Bank; C. E. Townsend, editor and publisher of the Granite City Press-Record; Sidney W. Souers, St. Louis, board chairman of the General American Life Insurance Co.; Edward Delmore Jr., Caseyville, real estate developer; Edwin M. Clark, president of Southwestern Bell Telephone Co., St. Louis; and Leo A. Fisher, St. Louis, former chairman of the Missouri Highway Commission. The posts are non-salaried.

Legal Powers

The Bi-State Agency was given legal powers of interstate development by acts of the Illinois legislature in 1953 and 1959 and the Missouri legislature in 1958 and September 1959. The agency was authorized to make plans for coordinated interstate development of streets, highways and parkways, parking areas, terminal water supply, sewage disposal works, recreational and conservation areas, and other matters which would be jointly beneficial to several communities, including land use patterns. Powers were granted also to purchase, lease, plan, or construct bridges, tunnels, airports, docks, harbors, warehouses and grain elevators, sewage disposal plants, mass transportation facilities, and to operate and maintain the installations according to the laws of Missouri and Illinois and the Federal government.

Plans for Future

Plans for construction of a 4,200,000 bushel grain elevator at the Granite City Harbor were announced by Bi-State in December, 1960, after clarification of the agency's powers by the two states of Missouri and Illinois.

The elevator is to be built on ground leased from the Army Corps of Engineers at the north side of Bi-State's 1400-feet of canal frontage near a proposed $24-to-$30 million development by the Tri-City Port Authority. The elevator is expected to handle 12,000,000 bushels of grain per year when completed, and is to be paid for from earnings.

It is to be leased to the Illinois Grain Corp. Re-study of the feasibility of a revenue bond issue is in progress, and a re-offering of bonds is planned this year.

Last June Bi-State announced the expansion project at the Granite City Harbor due to start this year. The project would add 310 feet to the 400-foot dock and increase mooring space 400 feet, and in addition extend the rail line the length of the dock. A bulk unloading facility with hoppers and conveyors is to be built at the south end of the terminal.

The dock will be extended by filling in behind steel pile cells at the north end, now used for mooring. Timber dolphins will be placed north of the new portion of the dock for additional mooring space. Completion of the project is expected to increase freight tonnage received at the dock from 120,000 to 250,000 tons annually.

In December, 1960, Bi-State announced it would conduct a survey on the feasibility of opening the executive type airport for the St. Louis metropolitan area at Parks College Airport at Cahokia. The airport was approved last June after opposition by a citizens group in Cahokia for many months and negotiation with Bi-State and the Metropolitan St. Louis Chambers of Commerce. The airport is part of planning based on a report prepared for Bi-State in 1959 by Harland Bartholemew and Associates of St. Louis suggesting a system of 11 airports be built in the Bi-State area.

Unified Transit Study

Planning for a unified mass transit system for the greater St. Louis metropolitan area and Madison and St. Clair Counties reached a point of systematic study Jan. 5, 1961, when Bi-State received a feasibility report from W. C. Gilman and Co., an engineering firm employed from New York. In recent months the proposed transit system which would encompass the Quad-Cities and Alton has been studied in detail and proposals have been made for its establishment. The report by Gilman and Co., recommended a single system of public transportation and cited Bi-State as the type agency with interstate cooperation to develop the program. The system would bring maximum benefits to the area, it was said, and with tax relief would earn enough to pay for the purchase of existing transit systems. Privately-owned transit systems in the area have been appraised, and negotiations for their purchase are in progress.

In June, Dr. Martin Greenberg, seeking a St. Louis County council position, said a bi-state transportation authority would provide the biggest impetus in the history of the area to the total and systematic development of all modes of transportation and metropolitan growth. Critics of the plan say it is an interference with private enterprise.

In April Bi-State began steps for construction of the transit system inside the St. Louis Gateway Arch memorial at an estimated cost of $3,300,000 after approval of the project by the National Park Service.

Revenue bonds have been issued and sold to finance specially designed train cars which will take sightseers to the top of the 630-foot tall arch.

Other steps in Bi-State's plans for development of the St. Louis and Quad - City area include planning for construction of a new bridge across the Mississippi River between Harrisonville, Ill., and Crystal City, Mo., about 25 miles south of St. Louis.

The agency has participated in river pollution and interstate traffic studies with the states of Illinois and Missouri, as well as the federal government.

Farming-Industry Great Part of County's Growth

Industry and agriculture have grown homogeneously with the development of Madison County.

Pioneers actually paid little attention to agriculture for they were hunters and hay grew freely and abundantly on the prairie.

Why sweat behind a wooden plow that merely broke the soil and wrestle with a team of horses that knew the saddle but fought the harness?

Meat was abundant and bread was hard to make.

Even after it had been planted and harvested, the golden kernels of wheat had to be reaped with a sickle, threshed with a flail, winnowed by a sheet and ground in a hand mill where mills run by horse power were not handy.

First Planter

But one pioneer, Col. Samuel Judy, was an exception, having planted an orchard probably in 1803 and becoming an extensive farmer and stock grower. This was Madison County's first permanent white settler.

And, with the influx of settlers from the established states starting about 1818, hunting as a permanent livelihood ended. Farming became a necessity to feed one's family and stock.

Mills located along small streams or run by horse power became more numerous. Tom Kirkpatrick, locating on Cahokia creek as early at 1805, built a mill. But the recurring floods of the creek washed away his efforts whenever the structure was rebuilt and he finally concluded it was futile.

Home Factories

In each home there were factories. The spinning wheel transformed cotton and flax into thread and the loom wove the home made results into cloth. Even after small blacksmith and copper shops had been set up pointing toward modern specialization, fancy printed calico or other materials from the east received narrow-eyed scrutinization.

First Factory

While Curtis Blakeman wrote that he made 120 bushels of corn to the acre in three plowings on the new prairie land, Alton could boast of her first industry—lime manufacturing. In the Edwardsville Spectator, unslacked lime was advertised for 25c per bushel.

Black Diamonds

In Collinsville coal was first mined in 1859 for mills and other industries. In 1837 Gov. John Reynolds built a railroad to the west bluffs of Collinsville for the transportation of coal six miles from East St. Louis. It was constructed over lowlands and marshes with great difficulty, pilings being sunk to support the wooden rails. Horses were the motor power.

In 1862 the Vandalia Railroad helped the county to become one of the most important coal centers in the country. Maryville, Glen Carbon and Livingston are among the communities that owe their existence to the black diamonds. A report from Marine during the era stated that "there was great jollification over finding a vein about 6 feet deep."

Each city of importance came to have small industries — flour mills, copper shops and caster bean factories which employed only a small number of people. The county was predominantly agricultural. By 1862 flour production probably caused the greatest surge in industrialization but in time most of them were destroyed by fire.

With the proposal of Edward Coles, to become governor of the state, the first Madison County agricultural society was formed. While the advent of the society was in 1822, only 10 years after the county had been formed, it lasted only three years and then died.

It was not until 32 years later that the society was formed again and this time it flourished.

Ten acres of land opposite the Woodlawn Cemetery located on St. Louis Road in Edwardsville was purchased and sheds, stalls and booths for exhibition were built. An annual fair held there was very important to the citizens of Madison County as is the one held annually in Highland each year now. In 1870 the proceeds amounted to $2400. The premium list covered a full newspaper page and ranged from cattle judging to plowing contests.

A half decade later the stockholders voted to dissolve with a $5600 debt. People were no longer interested and the board of directors managed the organization indifferently.

"The Ploughboy," an agriculture magazine published in Edwardsville in 1831, also ceased publication about this time.

Granite City Grows

Industry was making some progress during the 1800's and around 1890 Granite City was founded by the Niedringhaus interests who built an enameling plant and laid out the city. With its founding, industry in Granite City began its steady growth.

About two decades before, industry in Alton began to grow more steadily, one of the major plants of the day being a glass works which had one, five-pot furnace.

Standard Oil in 1907 originally began with 400 employes. The Shell Petroleum Corp. followed 10 years later with its plant and Wood River was added to the growing industrial cities of Madison County.

Extensive railroads and switching facilities were established in Mitchell permitting trains from the Madison County plants to be made up in its yards.

Edwardsville, with no major industry in its city today, took on an industrial air when N. O. Nelson moved his plumbing business from St. Louis and founded the LeClaire enterprises.

The patterns of industrialization continued and in Madison County, 1962, the major industries are still found in Granite City, Alton and Wood River.

There were no land claims in Madison County on ancient grants from the French government.

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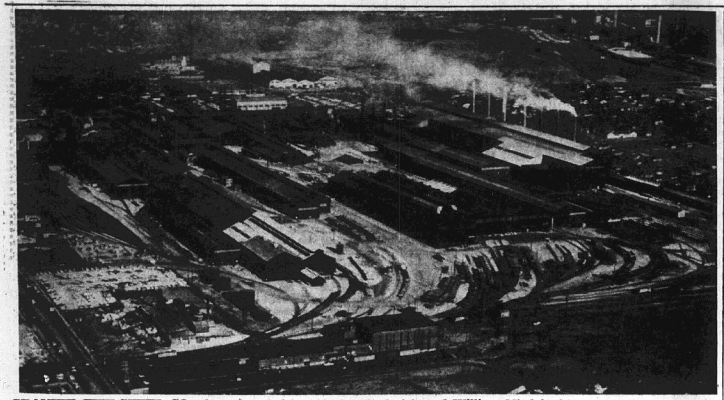


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GRANITE CITY STEEL CO. plant, founded in 1894 by Frederick and William Niedringhaus, as it stands today. Largest industry in the Quad-City area, it has a work force of 5000.



85 YEARS AGO AT DUNCAN'S—Personnel of the foundry that has become a great industry in Alton included in the "early" days, from the left: Peter Nett, Gilbert Duncan, Brutus Brunner, James Duncan, (Unidentified) and James Goudie.

Granite City Steel Is Among Nation's Top 200 Industries

Granite City Steel Co., the Quad - City area's largest employer, is the largest producer of steel and the only manufacturer of flat rolled steel products in the metropolitan area.

Its plant and offices employ approximately 5,000 people with a payroll in 1961 of $40,415,000, including wages, salaries and other employe benefits. The company is owned by about 13,000 holders of common stock.

Both the company and the city are named after a 19th century process for coating ironware for kitchen utensils with an enamel that was speckled like granite.

Fast Growth

In the past two decades, Granite City Steel has been transformed from a small, marginal steel company into an integrated producer with one of the most efficient plants in the industry. The company's annual steelmaking capacity has tripled in size since 1947.

Expansion and modernization have enabled the steel firm to grow at a rate three times as fast as the steel industry average. In addition to its mill customers, the company serves the construction industry through a subsidiary, the Granco Steel Products Co. Granco has its main offices in St. Louis.

The company makes its own pig iron for steelmaking in the only two blast furnaces in the St. Louis area. The size of a steel mill is measured by its ingot capacity — how much steel it can make in one year.

Last year, on April 14, 1961, Granite City Steel Co. fired a new blast furnace, the only one to be placed in production in the United States. With two blast furnaces, Granite City Steel is able to produce about 1,134,000 tons of pig iron a year. The company's other blast furnace was built in 1956.

Granite City Steel Co. is the metropolitan area's largest consumer of natural gas, fuel oil, refractory bricks and palm oil, and the second largest consumer of coal. The company operates a private standard-guage railroad with 26 miles of tracks, 250 freight cars and eight diesel locomotives. Eleven more diesels are operated on a four-mile narrow-guage system. In addition, it also operates a section of the Bi-State Development Agency harbor on the Chain of Rocks canal.

Improvements

In his annual report for 1961, Nicholas P. Veeder, chairman of the board and president of the company, outlined the improvements made at the plant. Along with the new blast furnace, the company started a new battery of coke ovens, the largest Sendzimir cold strip mill ever built, a second continuous galvanizing line and a continous annealing line.

The company is one of the largest producers of galvanized roofing and siding in the United States. It also produces a line of steel products for floor and roof construction and highway construction. These are marketed through the Granco subsidiary.

Main Products

Principal products are steel plates, hot rolled sheets, cold rolled sheets, electrical sheets, tin mill black plate, electrolytic tin plate, galvanized roofing and siding, galvanized sheets and galvanized culvert sheets. The flat rolled plates and sheets vary in thickness from a half inch down to .008 inch.

The firm's general offices in Granite City occupy, along with the First Granite City National Bank, a half city block in downtown Granite City. The five-story office building at 20th and State Streets is the largest in the Illinois metropolitan area. It was opened in the spring of 1960 and is the Quad-Cities' only skyscraper.

The air-conditioned building is 203 feet long and 60 feet wide, containing 58,000 square feet of floor space. And, three more floors can be added when required. It is just two blocks from the edge of the company's 550-acre plant.

When the building was completed, Chairman Veeder said it was "one of the tangible results of what genuine cooperation between management and labor can accomplish for the construction industry."

Granite City Steel also has sales offices in Dallas, Houston, Kansas City, Memphis, Minneapolis, Moline, St. Louis and Tulsa. Its Granco district sales offices are in Atlanta, Chicago, Cincinnati, Dallas, Houston, Kansas City, Los Angeles, Minneapolis, New York, San Francisco and Tampa, as well as in St. Louis.

Long History

The history of Granite City Steel Co. dates back to the 1860's, when two brothers, William and Frederick Niedringhaus, introduced the process of making graniteware to the United States. The principal ingredient of the enamel was ground granite, and thus the name. The brothers owned a tin fabricating company in St. Louis.

Their business prospered, and in 1878 they built the Granite Iron Rolling Mills, the business ancestor of today's Granite City Steel Co. They purchased a tract of farm land in Illinois, and in 1894 started to build the steel works.

A few years later, the steel works was consolidated with plants that fabricated household utensils to form the National Enameling and Stamping Co. In 1927, Nesco's steelmaking activities were incorporated separately as Granite City Steel Co.

During its initial year as an independent company, Granite City Steel sold $14,619,000 worth of steel products. By 1956, sales were 10 times the first year's figure.

During World War II, the company concentrated on turning out heavy steel plates for ship construction. After the war, the company concentrated on expansion. The sum of $97,000,000 was spent between 1946 and 1955 on new equipment and enlarging.

A second expansion program was undertaken from 1955 to 1958 when an additional $33,000,000 was spent.

The company has moved up in size among U. S. industrial corporations to where it now ranks well within the top 200.

Presidents of Company

The company was headed during the 1878 1927 period by Frederick G. Niedringhaus; his brother, William F. Niedringhaus and William's son, George W. Niedringhaus.

After the death in 1927 of George W. Niedringhaus, Alfrey Kieckhefer served as president of Granite City Steel until 1930; Hayward Niedringhaus, son of George Niedringhaus, from 1930 to his death in 1949; Nathaniel B. Randolph, 1949-50; John N. Marshall, 1950-56; George B. Schierberg, 1956-57; and Nicholas P. Veeder, the current president and chairman of the board, since 1957. Erwin Niedringhaus, a vice-president of the firm, is a brother of the late Hayward Niedringhaus.

During the depression of the 1930s, Granite City Steel was among the few industries in this area providing comparatively steady employment. The company helped the city government of Granite City meet some of its payrolls, including a pre-Christmas period when city employes faced payless paydays.

Cock Fights Early Events in County

Later followed by horse races and dog races, early sports attractions in Madison County included cock fights, held at Schmidt's Mound Park, Collinsville Road, and even dog fights in a Chouteau Slough roadhouse.

Duncan Foundry In Its Field for 88 Years

In 1874, Gilbert Duncan, like many others, recognized the industrial growth that was beginning in the county. He left his employment with Western Screw & Bolt Co., to found Brunner & Duncan with Brutus Brunner. This early iron works was located at Fifth and Piasa streets in Alton.

Like many other early industries in the area, Brunner & Duncan relied on the rich Southern Illinois coal fields for some of its business. Early production consisted of iron casting for the coal mines of the area as well as local industries and for railroads touching the region.

Four years after the infant company was founded, Gilbert Duncan died. His place in the partnership was taken over by his eldest son, James. Two other Duncan sons, William and George, joined the company in 1890 and 1894 respectively.

In 1893 Brutus Brunner's interest was bought out by the Duncans.

Industrial activity was increasing in the area and Duncan Foundry grew with this increase.

1908 saw the incorporation of the Illinois Stoker Corp., a sales organization for the Duncan Foundry; new production of chain grate stokers for burning of coal under steam boilers. Four years later another advancement was made. The company began the manufacture of sintering machines, first for the non-ferrous metallurgical operations and then for the ferrous metal industry.

The physical facilities of the company changed from their beginning at Fifth and Piasa to the building for additional operations at Seventh and Piasa. This latter location was in use until August, 1937, when fire destroyed the buildings.

In January, 1940, the rebuilding and equipment of a modern foundry operation was finished. Production began in February, 1940.

The new facilities were completed in time for the increased production during World War II. As materials took the entire output of the company. By this time the foundry was producing steel castings which were going into the fleet of new ships being launched, into the thousands of trucks turned out for the army, and into the mass of new plants becoming a part of the armament program.

After its great service during World War II, the foundry began to convert its facilities to peace time use. The period 1946 to 1950 was devoted to the change-over. Production of iron ore sintering equipment was continued. These machines were going to the blast furnace plants in the rapidly expandig steel industry.

In the early 1950's further expansion of operations completely utilized the area between Fifth and Ninth, Market and Piasa for production.

Also expanding was the urban population during the 50's. This increase caused municipalities to build incinerating plants. The Illinois Stoker Company Division of Duncan Foundry and Machine Works stepped into the production of machines needed for the burning of garbage and refuse of such cities as Providence, R. I., Philadelphia, Pa., and New York City.

As Madison County completes 150 years of outstanding existence in Illinois, the Duncan Foundry & Machine Works, Inc., is approaching its centennial year of operation. Its growth is parallel to the great industrial development of Alton and the county.

Rufus Easton Was Celebrity In His Own Time

Rufus Easton, the New Englander-New Yorker who laid out Alton in 1817, was a distinguished man who achieved celebrity in many fields, chiefly in politcial service.

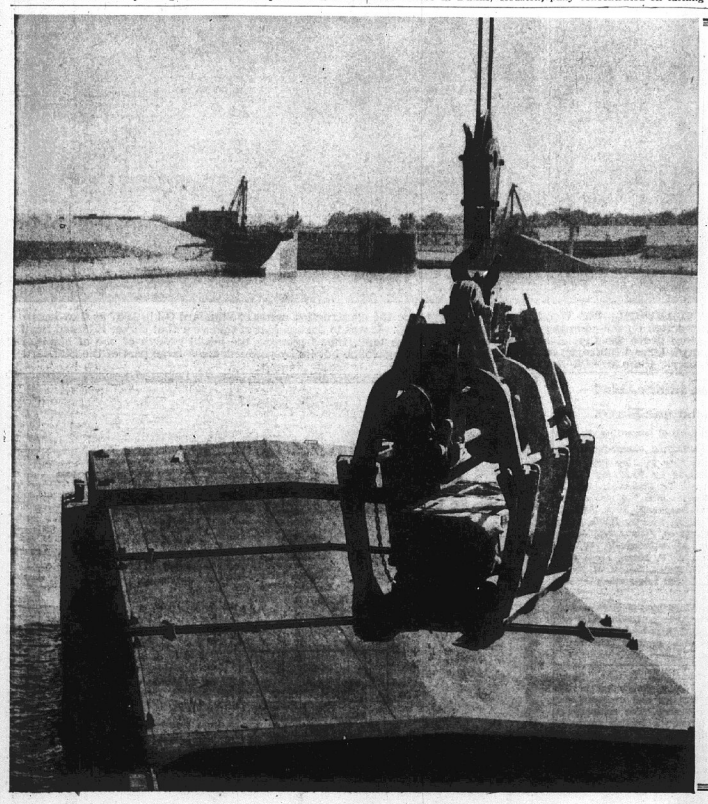
Brink's History of Madison County records that Col. Easton was among the first to recognize the site of Alton as the place for a flourishing town.

The Brink record recites that Easton was born May 4, 1774, at Litchfield, Conn. and studied law in Connecticut. After practicing for several years in Oneida County, N. Y. he came to St. Louis in 1804. He was friends with Aaron Burr and other influential men of the day, and through their influence he was appointed judge of the Louisiana Territory by President Thomas Jefferson. He was also appointed the first postmaster of the post office at St. Louis in 1808, and served as delegate to Congress from the territory of Missouri from 1814 to 1818. On the organization of the state government of Missouri in 1821 he was appointed attorney general for the State, and held that office until 1826. He died in St. Charles, Mo. on July 4, 1834.

How Rufus Easton gained the title of "colonel" is untold in available sources.

Col. Easton obtained possession of the land in the vicinity of Alton and early in the year 1817 laid out the town which he named in honor of his son, Alton R. Easton.

The town at that time extended from Market Street on the west to Henry Street on the east, and from the river north to Ninth Street, comprising .18 square miles of territory. In 145 years the city has grown to its present size of 10.37 square miles.



The Granite City port on the Chain of Rocks Canal is an important gateway to 12,000 miles of inland waterways. Its development began in 1952 when Granite City Steel advanced to the Bi-State Development Agency the funds required to build the first dock facilities at the harbor.

Congratulations to one of the Oldest Counties in Illinois...

... from one of the County's Oldest Industries

SINCE 1878 GRANITE CITY STEEL

Illinois was a territory, not a state, when Madison County was created by a proclamation issued September 14, 1812, by the territorial governor, Ninian Edwards, and named after the then President of the United States, James Madison. The County had a lot of growth ahead—in everything but area. Its boundaries began to shrink when more Illinois counties were laid out a few years later. As defined in that 1812 proclamation, however, Madison County extended all the way east to Indiana and north to Canada. The County's original boundaries took in most of the present State of Illinois, all of Wisconsin and a considerable part of Michigan and Minnesota.

Granite City Steel arrived in Madison County in 1892 when the founders of our company, William F. and Frederick G. Niedringhaus, bought 3,500 acres of farmland in the vicinity of what is today the Tri-Cities. Two years later construction was underway on the Granite City Steel Works and three other plants.

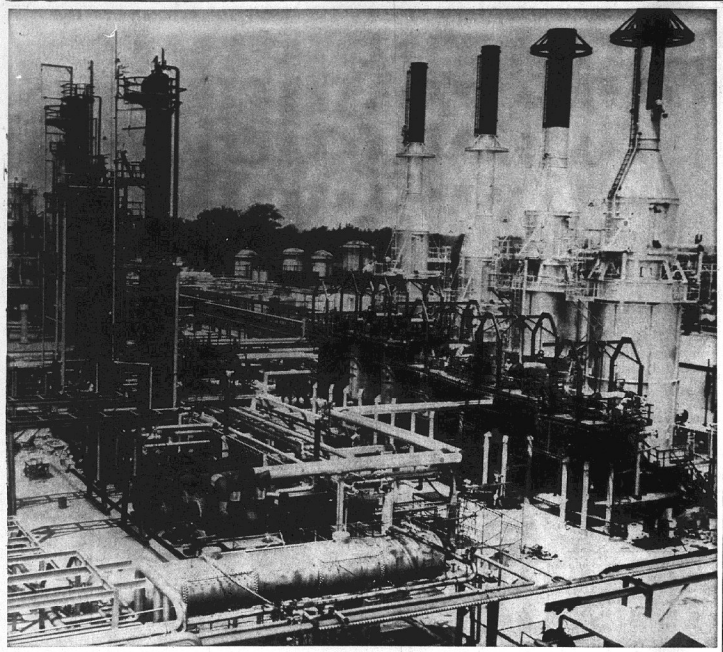
From the start, the Niedringhaus brothers were determined that Granite City would not become a one-industry community like some of the western mining towns and New England mill towns of that period where every resident's prosperity was tied to the ups and downs of a single business. They and their successors at Granite City Steel brought a number of other companies into this part of Madison County. Much of the industrial diversification that stabilizes the local economy today is a result of their efforts.

Like the original Territory of Illinois, Madison County has enjoyed unusually rapid growth in both agriculture and industry. This County has played a key role in the development of Illinois into one of the four leading manufacturing states. There is every indication that Madison County will continue to gain plants and jobs at an above-average rate.

Granite City Steel has also grown over the years. Today it is the largest locally-managed company in Madison County as well as one of the 15 largest steel producers in the United States. The flat rolled steel products made at Granite City Steel are used by customers in a market area that extends west to Denver and from Minnesota south to the Gulf of Mexico.

The success of Granite City Steel's modern, well-equipped plant depends on the skills and experience of the men and women who have worked here over the years. More than three fourths of our employees live in Madison County and, in many instances, their fathers and, even, grandfathers also worked for this company.

In their names, we congratulate all of Madison County on its 150th anniversary.



SINCLAIR REFINERY—The Sinclair Refinery, located in Hartford, has grown from a small industry into a major concern in Madison County. The history of the refinery dates back to 1940 when the Wood River Oil & Refining Company of Wichita, Kan., was attracted to the growth potential of the area. It was in March of that year that ground on a 120-acre plot was broken on the eastern edge of Hartford. (Sinclair Refinery Photo)

Sinclair Refinery Among Youngest Industries But Has Taken Its Place Among the Leaders

Though the youngest and smallest of the Alton area refineries, Sinclair Refining Co.'s Hartford plant concedes nothing in the field of technical prowess to its older and bigger neighbors.

"In fact, we installed in 1961 the only unit of its kind in the petroleum industry," plant Manager W. D. Luening noted recently in discussing the 21-year history of the Sinclair Refinery.

The unit is the pioneer installation of a process developed by Sinclair Research, Inc., an affiliated company, for cleaning metals from the catalyst used in the manufacture of gasoline. So successful has the installation been that the Sinclair process has now been made available for licensing throughout the industry.

"Our refinery has grown steadily from a small beginning," Luening said, "and we expect to continue this progress as the market which the refinery serves expands in the years ahead."

Started in 1940

The history of the Sinclair Refinery dates back to 1940 when the Wood River Oil & Refining Company of Wichita, Kan., was attracted by the sales potential of the St. Louis area and the transportation advantages of a Mississippi River location. In March of that year it broke ground on a 120-acre plot on the eastern edge of Hartford for a 7,500-barrels-per-day plant.

The refinery processed its first crude almost exactly a year later. The first products were gasolines and heating oils. Units added in the following years including additional fractional equipment, Reformer, and Fluid Cat Cracker, expanded the quantity and quality of products manufactured. Barge loading facilities were constructed and products terminals opened in Peru and Rockford, Ill. In the middle 1940's, the refinery's asphalt and road oil manufacturing facilities were expanded and a substantial market for these products developed.

By 1950, the plant had a capacity to process 30,000 barrels of crude oil daily.

In that year the second phase of its development began when Sinclair Refining Co. purchased the plant and related facilities from Wood River Oil & Refining Co. The purchase reflected a desire by Sinclair, which had served the area for many years from other refineries, to increase and strengthen its participation in the St. Louis and adjacent markets.

Continuous Improvement

Since the purchase by Sinclair, the refinery has undergone continuous improvement. A new control laboratory was built in 1952 to handle the complex analytical and inspection work required to insure high product quality and a new treating plant for heating oils was built. A complete central shop building and stores building opened in 1955, and new facilities for asphalts and road oil were completed in that year.

In 1956, the refinery's high octane gasoline manufacturing capacity was raised by construction of a catalytic reforming unit employing a platinum catalyst developed jointly by Sinclair Research, Inc., and a metal manufacturer. Special treating equipment installed in 1960 increased the refinery's ability to make high quality heating oil.

The refinery moved into the growing petrochemical field in 1961 with completion of a unit to extract heptene from the processing stream. Heptene is used as a raw material for flexible plastics and for lube oil additives.

The catalyst cleaning unit cited by Luening was completed in the latter part of 1961.

A Growing Youngster

Crude oil for the refinery comes mainly from Wyoming and other Rocky Mountain states over the Platte Pipe Line, in which the Sinclair organization holds an interest. Products are shipped out over the Sinclair products pipeline system, by river barge, by railroad tank car and by truck. The refinery has a unique floating dock which enables it to maintain barge loading operations throughout most fluctuations of river level.

When it opened in March, 1941, the refinery employed 80 people. Today, it provides employment for some 370 men and women.

"In relation to the 150-year history of Madison County, our refinery is just a youngster at age 21," Luening said last week, "but we are proud of our part in helping support the local economy and growth. And we look forward to taking part in the next celebration 50 years from now."



CANS ARE FILLED with soda and sealed automatically by this machine in the Royal Crown Cola plant, Granite City. The operator controls the process by use of buttons on the switchboxes at center and right background.

Bottling Plant Is One of Nine Put Up by the Company

The ideal geographic location and variety of allied industries in the Quad-City area were important factors in the decision of Royal Crown Cola Co. to build its concentrate and canning plant that opened early in 1961.

The modern new plant at Granite City helped Royal Crown account for 20 per cent of the 1,500,000 cans used by the soft drink industry last year, according to Raburn Philips, plant manager.

The establishment of the concentrate and canning operations in Granite City has boosted the company's distribution service to bottlers and consumers in the western two-thirds of the United States. The plant has 26 employees, most of them coming from the immediate area.

Modern Plant

The 40,000-square-foot plant has the latest in modern equipment available for manufacturing and compounding basic flavor ingredients for the company's full line of beverages.

Flavor ingredients for producing several popular beverages are shipped from the Granite City plant for later bottling in plants in the midwest and west coast areas.

Included in the new plant is one of the highest production capacity canning lines in the entire industry for the canning of soft drinks in 12-ounce throw-away cans.

Products in cans manufactured and shipped from the Granite City plant include cola, orange, root beer, grape, pale dry ginger ale, a lime lithiated soda drink, and four low calory beverages.

Philips said the raw materials and containers are provided mainly by local suppliers in the Greater St. Louis area. In addition to the canning division and the concentrate section, the plant also has a quality control laboratory, traffic office and business office.

The canning operation has electrically-operated equipment along each phase of production, from routing of empty cans onto an assembly line all the way to placing the filled cans into cardboard cartons at a capacity of 750 cans per minute.

Ninth Facility

Owned by Royal Crown Cola Co., with headquarters in Columbus, Ga., the Granite City plant is the ninth facility to be constructed by the firm at strategic geographical locations throughout the United States and Canada. Royal Crown products are available to consumers throughout the United States, in Belgium, Puerto Rico, Panama, Mexico, Canada, Japan and Guam.

Royal Crown and its predecessor companies were founded in Columbus, Ga., in 1905 by Claud A. Hatcher. The soft drink firm, now one of the top three producers of soft drinks in America, is the outgrowth of the Hatcher Grocery Co., wholesale grocery firm organized in 1901.

In response to his dealers' request for soft drinks, Hatcher, a registered pharmacist, built a small laboratory and began experimenting with a line of carbonated drinks. In 1905, he produced the first bottle of Royal Crown ginger ale. Since then the company has expanded from this small beginning to its present position of ever-widening international acceptance.

In 1935 the company introduced Royal Crown Cola and it met with immediate consumer acceptance.

Today, through its more than 460 franchised bottlers, Royal Crown offers consumers in the United States and overseas five major brands. The company is the industry's leading producer and distributor of soft drinks in cans.

Last year's sales of Royal Crown cola products reached an all-time high.

Howards Built Alton's First Frame House

The first frame house to be constructed in Alton was at Second (Broadway) and Market Streets on the present site of the Faulstich Building, by Beal Howard and Charles Howard.

Occupied as early as November of 1829, it was two stories high and approximately 30 feet in length. Previous to this time there were only a few log cabins and the Fountain Ferry Tavern in the original town site.

The Howards had come from Maryland and had arrived in Alton during August, 1829. Charles Howard later became the second mayor of Alton.

Just west of the town site, where Russell Miller Milling Co. is presently located, was another frame building erected much earlier and used for some time as a trading post for the Indians. The building was later replaced by a larger stone building, which was the base of operations for the firm of Godfrey & Co.

The Howard family apparently had a burial plot in a community cemetery north of the city along the present Curvey Avenue in Northside. In the late 1920's the tombstones of Beal Howard and his wife were discovered along the Curvey tract about 300 feet north of the Beltline highway. The tombstones were later moved to a family plot in Upper Alton Cemetery by descendants.

Standard Oil Company Has 55 Years of Growth and Service to Madison County

Early in 1907 construction crews with their machinery began to bite into a 419-acre tract of farm land in Madison County's tranquil Wood River valley, bordering the Mississippi River. They had come to build foundations for the giant units and storage tanks of Standard Oil's third refinery.

Across the waterway 23 miles to the south was the metropolis, St. Louis, Mo. Twenty-one miles south of the site was another large city, East St. Louis, Ill. Adjacent was historic Alton, population 15,000. The three cities offered excellent rail and water shipping facilities. Southeastward, toward the Ohio River lay the heart of Illinois' bituminous coal-mining belt.

First Rivet Put In

In the summer of 1907 Alton Mayor Edmond Beall drove the first rivet in the Wood River refinery's No. 1 storage tank. At the end of 1909, when the refinery had completed its first full calendar year of operation, it was processing more than 7,500 barrels of crude oil per day. By that time a village has sprung up on the rich farm land. Later named Wood River, it too, gave promise of rapid growth.

About a year later Standard's scientists perfected one of the greatest inventions of the era, the Burton cracking process. At a strategic time it helped increase the quality of gasoline, needed to make practical the mass production of automobiles. Standard, in accordance with a policy followed through the years, licensed the process to other companies.

Burton stills were built at Wood River to increase production. Then improvements in processes and engineering design made these still obsolete in a little more than 10 years. In their place today stand other units that tell the story of the steady growth and improved process of the Wood River refinery.

In the past five or six years the Wood River refinery has been modernized extensively. In 1958, a new pipe still crude running unit was built, which replaced several old crude running units. One of the two tallest structures in the refinery, the cat craker, as the fluid catalytic unit is popularly called, is a little refinery in itself. As tall as a 15-story building, it is equipped with an elevator.

19,000 Barrels

With a capacity for processing 19,000 barrels a day of fresh feed (sometimes called charging stock), the unit converts gas oil into high-octane gasoline. It makes components for distillate fuels; and it also makes charging stock for the alkylation, polymerization, and thermal cracking unit.

The total cracking capacity is about 250 times that of a Burton still of more than a third of a century ago. Its initial cost, however is more than 500 times greater. With its construction the crude oil processing capacity of the refinery was increased about 30 per cent. Wood River's cat cracker, first such unit built by the company, is only one of many pioneering developments at this refinery.

The gas and gasoline produced on the cat cracker are fed as a mixture to two vapor recovery units continuing the long but swift series of processes that make products out of crude oil.

The heaviest materials from the crude oil unit are distilled to form lubricating oil base materials, generally called lube stocks. These base materials are fractions representing several oil grades.

The wax is removed in the propane dewaxing unit by filtering it as a solid from the refrigerated base materials. This unit represents still another pioneering development, for it was the first of its kind in the county.

Additives

The refined oil fractions are blended and compounded with additives to provide the several grades of high-quality motor and lubricating oils. Standard Oil ranks as one of the principal manufacturers of lubricating oil additives in the United States. The Wood River refinery produces most of the company's output. Wood River also produces Sta-Clean, an additive used in the manufacture of furnace oil at all the Company's refineries.

The heaviest liquid is drawn from the bottoms of the bubble towers of the pipe stills, or the last still of the continuous crude batteries for further processing to produce asphalt. Most of the asphaltic products are used for paving and roofing. The residums not used for asphalt may be marketed as fuel oil.

Oxo Plant

Wood River's isoactyl alcohol plant, generally referred to as the oxo plant was built to meet the ever-increasing demand for chemicals from petroleum.

One important use of isoactyl alcohols is in the manufacture of plasticizers for vinyl - type resins. Such resins are used in many kinds of products, from raincoats and shower curtains to floor tile.

The crude oil is brought to the refinery by pipelines from Texas, Oklahoma, Kansas, New Mexico, Wyoming, Montana, Nebraska, and Colorado. Products are shipped to market by motor transport and dray van truck, railroad tank and box car, and river barge.

The many pioneering developments at the Wood River refinery are not confined to improvements directly associated with oil production. The most recent modernization is in the completely air-conditioned mechanical shops and store house. Also in this building are two conference rooms and office space for mechnical supervisors.

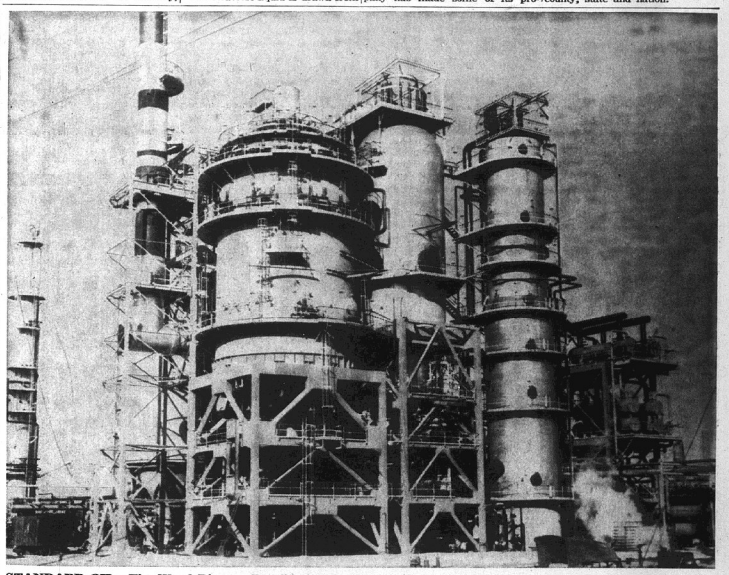
Electronic System

The electronic writings system speeds shipping from the store house. As the order is being placed at one of the eight different ordering locations on the property, an electronic pen writes the order in the store house. The supplies are placed on a truck and sent directly to their destination saving much time and many steps.

Standard's coming to the area brought the beginning of Wood River Township. Retired employes, who have formed an Annuitants' club, are active in civic improvement projects. They meet regularly in the Roundhouse, a recreation building that Standard Oil gave the community in 1926 along with a swimming pool. The Company has made some of its property available to the city of Wood River as a playground.

Today, well beyond the half-century mark of its beginning, the Wood River refinery claims an area more than two and one-half times the size of the tract bought in 1906 for its construction. Wood River's crude running capacity is about 70,000 barrels per day. It is the fourth largest of the 12 American Oil Co. refineries.

Standard Oil was the pace-setter of the industrial development of the great Wood River district. Already, Olin had started at East Alton where, also, a tool plant was operating. Alton was to see steel and paperboard. But, when the Standard refinery started to rise from the sand soil in the melon country of the Great American Bottoms, development was to spread to the south. Within three decades, the farmlands were to be metamorphosed into an industrial empire — among the great such areas of the nation — producing gasoline and by-products in three refineries, leather to make a nation's shoes, these to go with the brass and the steel and the paper and the glass and the tools and the other products that make Alton-Wood River a vital facet in the economy of city, county, state and nation.



STANDARD OIL—The Wood River valley first saw the construction crews of Standard Oil in 1907 as they began construction on the company's 419-acre tract of land. It was in the summer of that year that Mayor Edmund Beall of Alton drove the first rivet into the No. 1 storage tank, thus beginning the initial growth of one of Madison County's largest industrial concerns. Today not only gasoline but its by-products are a large part of the Standard Oil story. (Standard Oil Photo)

Library, City Hall Dedicated Jointly

Eight thousand attended open house events in 1929 dedicating the $150,000 city hall and $68,000 public library in Granite City. The same year saw completion of a $350,000 high school annex.

Library Board President John B. Judd was chairman of the Nov. 6 library-city hall program, and honored guests included former Mayor Julius Rosenberg, L. P. Frohardt, A. R. Smith, W. J. Lynch, who came here from Pittsburgh, Pa., Dr. F. E. Tulley of Hollywood, Calif., A. W. Eisenmayer Sr. of Los Angeles, George Furnish of Balcolm, Ill, who was city clerk here 20 years, and John Schlobaum, one of the first bakers.

James McRoberts, first mayor, was invited but unable to attend. Main speaker was Victor Miller, mayor of St. Louis, and there was an address by Granite City Mayor M. E. Kirkpatrick.

Guarantors Aided Chatauqua Shows

Expenses of presenting six days of Chautauqua entertainment in Granite City in July 1916 were guaranteed by Fred W. Kottmeier, L. P. Frohardt, W. F. Coolidge, John Kleinschmidt, Walter Saegesser, R. A. Bull, J. E. Tollison, Stanley Hollis, Marion Crabtree, John Appel, James Lynch, Alvin Morefield, W. W. Hanlon, A. F. Howe, Louis Ortgier, W. Rader, Rev. E. M. Ryan, L. A. Coffelt and Nathan Fleishman.

Headlined by the Musical Arts Quartet, the performances were typical of those held in the Quad-Cities each summer for many years.

"PARTNERS IN PROGRESS"
Since 1892
ALTON BRICK
NORTH ALBY, ALTON, ILLINOIS



FIFTY-FIVE GALLON barrels being "rolled" through assembly line at the Nesco Steel Barrel plant, Granite City. Unlike wooden barrels encircled with steel bands —once made in Granite City—the drums have inside grooves to add strength. Workmen are applying tops and bottoms.

Laclede Steel Company Has Plants in Alton and Madison

Laclede Steel Co., a semi-integrated steel mill with plants in Madison County at Alton and Madison, has a capacity of some 620,000 tons of ingot steel annually. The firm's products are sold primarily in the Mississippi Valley trade area, but some move regularly to almost every state in the Union, to Canada, Mexico and abroad. Annual sales are in excess of $65 million.

Alton Works

The company's basic steel-producing facilities are located at the Alton Works, about 25 miles north of St. Louis and about a mile from the Mississippi River. Situated on a plot of some 340 acres are four open hearth furnaces, two cupolas and five hot rolling mills, a wire mill and a pipe mill. Warehousing and shipping facilities also are located at Alton.

Laclede owns and operates a rail-water terminal a short distance above Alton Lock & Dam on the Mississippi River to handle outbound steel to the firm's plants further south, and to receive inbound raw materials.

Madison Works

At the Madison Works, located nine miles from downtown St. Louis on the East Side are Laclede's bar-rolling mill, fabricating facilities and steel joist plant, the latter one of the largest producers of open web, straight-chord joists in the country.

Serving as outlets for much of the company's steel in the South are fabricating plants located at Memphis, New Orleans and Tampa, Fla. Laclede is also the parent company for a wholly-owned subsidiary, Southern States Steel Corp., with plants at Beaumont and Dallas, Tex.

Laclede maintains 14 sales offices in principal cities throughout its primary marketing territory, the Mississippi valley and Gulf south regions. General offices are located in the Arcade Building in downtown St. Louis, Mo.

From its multiple-plant locations, Laclede produces a wide variety of products, including semi-finished steel, bar mill products, construction products, welded wire fabric (mesh), steel joists, hot rolled flat steel products, tubular steel products and many kinds of wire.

51 Years Old

Laclede Steel Co. was founded June 3, 1911, by the late T. R. Akin, a native St. Louisan and first president of the company. Akin began his career in steel in the old Bessemer Steel Plant at Belleville. Later, he became associated with several eastern steel producers, and with the knowledge gained there, returned to St. Louis to establish Laclede's first plant at Madison.

St. Louis was then the second largest rail center in the United States, and Akin saw the possibility of taking used steel rails and rolling them into reinforcing bars and other steel products.

A short time later in March, 1912, the new mill at Madison, financed with local capital, began initial bar rolling operations.

The directors of the new mill decided in 1915 that an expansion of operations was necessary to supplement the production of the Madison works. Only a short distance away at Alton was a relatively new steel mill, equipped with two small open hearth furnaces, a blooming mill and several rolling mills. The firm was, however, bankrupt. Accordingly, Laclede's directors approved the purchase of the Alton works in 1915.

With the purchase of the Alton mill, Laclede acquired a facility that could supply not only raw steel, but additional capacity for other products such as angles, shapes and strip. Among the first products from the Alton works were cotton ties and barrel hoops, along with some strip steel for bed stock.

Steady Growth

Like many steel firms in America, Laclede witnessed a slow, but steady growth in the early years through World War I, the depression of the 30's and up to the beginning of World War II.

In the 25 years between World War I and the end of World War II, Laclede approximately tripled its steel-making capacity by adding to and enlarging the open hearth furnaces and by the installation of hot metal cupolas.

During the war years between 1941 and 1945, Laclede's furnaces and mills turned out hundreds of thousands of tons of steel for defense purposes. Nearly 2,500 heats of shell steel for use in 90 and 105 millimeter projectiles were tapped out of the furnaces and rolled into bars.

Today, Laclede Steel products are found in buildings, highways, on the farms and in underground line pipe installations throughout the Middle West. Customers of Laclede include farm equipment and tractor manufacturers, electric and gas utilities, contractors for commercial, residential and public buildings and hundreds of small manufacturing firms which utilize steel as the primary ingredient in their products.

Laclede products are used in auto manufacturing, outdoor and indoor furniture, airplane manufacturing, lawnmowers and hundreds of other customer end products from refrigeration coils for ice skating rinks to bobby pins and wire staples for match books.

Civic Duties

As a "corporate citizen," Laclede participates in the economic, civic and cultural life of the many communities wherein its plants are located. Some Laclede employes serve on Red Cross boards; others aid United Fund organizations and the various agencies. Still others assist area youth while serving on YMCA and YWCA boards and planning councils.

Laclede's payrolls over the last decade have amounted to more than $180 million within the Madison County area alone, and much of this money has been spent by the 3,600 employes who reside in communities within the county and on the East Side.

In local tax assessments, Laclede paid out more than $200,000 during 1961, and in the 10-year period between 1951 and 1961, corporate donations to hospitals, educational and charitable institutions within Madison County amounted to approximately $300,000.

The company's policy of diversification as to type of product has enabled it to ride-out much of the economic downtrends which have occurred over the last 50 years. In only three years since March, 1912, when the first steel was rolled, has Laclede failed to show earnings.

Many of the 4,000 employes of Laclede Steel Co. are second and third generations of the same family, and many of the employes have been associated with the company for 35 years or more. Pleasant, effective relationships have always exisited between the company and its employes.

First U.S. Senators from newly admitted Illinois were Ninian Edwards and Jesse B. Thomas, both of Edwardsville.

In 1934 Illinoians attempted a canal across the state in Southern Illinois, from the Wabash westward to Alton.



TAPPING a heat of steel from one of Laclede's open hearth furnaces at the Alton Works. Huge ladle, center, holds 200 tons of white-hot steel. Smaller slag pots flanking the ladle carry off impruities in the steel.

Barrels by Nesco Are Used Widely

One of the more recent industrial manufacturers to locate in the Quad-City area is the Nesco Steel Barrel Co. at 18th and Benton Streets in Granite City, which is one of the major suppliers of steel barrels and drums to industries throughout the Midwest.

The Nesco corporation was formed six years ago and its Granite City plant began production in April, 1956.

The barrel making facilities in Granite City were owned by the New York Shipbuilding Corp. until the New York firm discontinued barrel production and Nesco purchased the plant. Thomas M. Stinson, active in the formation of Nesco Steel Barrel, became president of the company which now has an annual payroll of $500,000.

New Buildings

Since 1956, the company has erected buildings for storage, increasing by 5,000 square feet the initial 20,000 square feet of measured floor space acquired from the New York Shipbuilding Corp. The property of Nesco covers approximately 11½ acres of land.

The Nesco company, situated in the neighborhood of the large steel producing companies of the Quad-City area, is in a favorable location for obtaining the large amounts of sheet steel used in barrel manufacturing.

Barrels made by Nesco are cylindrical containers ranging from a 10-gallon size to a 65-gallon size which measures approximately five feet in length and more than three feet in diameter. The barrels are of all-steel construction.

In the making of barrels, sheet steel of the required tensile rating and desired width strips is used, and the strip is first cut to circumferential length of barrels. The lengths are then formed into cylindrical shapes by a rolling operation and the seams are welded. The open-end cylinder is then made a barrel by adding barrel "heads" and bottoms, flat, rimmed, plates with filling holes that are slipped on the small flanges at the ends of the barrel cylinders.

When the ends are sealed, the barrels are pressure tested against leakage and only remain to be painted before they are ready for marketing to liquid manufacturers and liquid users. Unlike old wooden casks that were encircled with the narrow steel bands, modern steel barrels have raised steel "beads" formed around the outsides to give strength and rigidity.

Major Uses

Major users of steel barrels in the Madison County area are the oil refining companies such as Shell Oil, Standard Oil, and chemical companies such as Monsanto Chemical, and Mallinkrodt Chemical in St. Louis. Specially treated barrels are required in many types of chemical storage. Other quantities of barrels are supplied by Nesco to food processing and manufacturing plants distributed throughout a wide area of the country.

Nesco fits into the overall industrial picture of the Quad-Cities as a user of locally produced materials, a supplier to local manufacturers, and as a company expanding proportionally with the area economy.

The company is located in a group of buildings having an even longer local history, as the home of the former National Enameling and Stamping Co., a pioneer Granite City industry which produced graniteware household utensils.

First Woman's Club In Granite City

The oldest Granite City club, the Ladies' Coterie, was organized March 25, 1895, by Mrs. Mark Henson, Mrs. George Wedd, Mrs. James Chase and Mrs. J. G. McRoberts. It was and is chartered by the Federation of Women's Clubs.

Air Products Was Firm That Grew Very Rapidly

One of the most rapidly expanding companies in the Quad-City area is Air Products and Chemicals Inc., which came to Granite City in 1943 but was operated almost on a token basis in comparison to its present proportions.

Initially set up to supply five tons of oxygen per day to the Granite City Steel Co., Air Products in the last decade and a half has increased its capacity to 360 tons per day of nitrogen and oxygen. An expansion program still under way will raise the production rate of the Granite City facilities another 70 tons daily.

The property of the Granite City Steel Co., which continues to be one of the Air Product's largest customers was used for the construction site of the original five-ton unit, a 7-ton unit built in 1950, and a 70-ton unit, the first large scale plant, built in 1958. The Industrial and Medical Gas Division of Air Products at 2204 Monroe St. was also opened.

Still Expanding

The big tonnage facility at 2220 Monroe St., still being expanded, was opened in March, 1961. Its present capacity of 170 tons of oxygen and nitrogen per day is being increased to 240-tons per day capacity under the expansion program.

The Granite City facilities, which are part of a network of Air Products plants in the United States, supplies gas for industrial purposes directly in the St. Louis area and other oxygen and nitrogen produced is shipped by truck and rail to Midwest cities. At one time, Air Product's business was confined to rental of oxygen generators to industrial and commercial users. Oxygen is one of the major parts of fuel still used in creating the tremendous heat in blast furnaces of steel mills.

One of the first tests of the embryonic company came in World War II with the demand for oxygen generators for the armed forces. In the treatment of wounded, and building and maintaining war planes and naval vessels oxygen was a big factor. Air Products built over 200 generators during the war, among them shipboard generators capable of operating on pitching and rolling decks, and mobile and skid-mounted units suited for operation under combat conditions of the Army and Air Force.

The Air Products manufacturing plant employed about 600 men at the end of the war when government contracts were halted. Among orders cancelled was one for two huge 6,000 cubic feet per hour oxygen generators for shipment to the Soviet Union.

The branch plant at Granite City was built after the company relocated in the steel and heavy industries area around Emmaus, Pa., from Chattanooga, Tenn., where it had moved from Detroit in 1943. Installation of oxygen generators in plants such as Weirton Steel Co., in Pennsylvania and the Granite City Steel Co. provided the impetus for the early stages of growth of Air Products to large generating and distributing facilities.

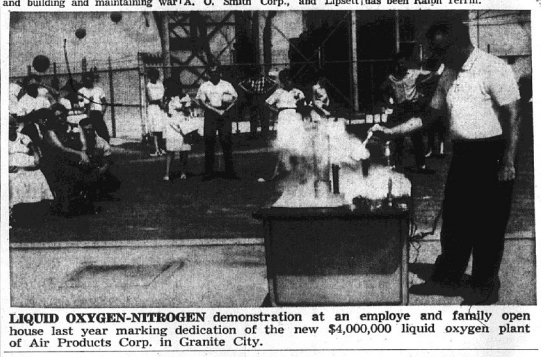
After the facility was built in Granite City in 1948, Air Products began supplying nitrogen used in treatment of ammonia and other gases to chemical firms including the Dow Chemical Corp.

Near the Cape

Air Products became a large supplier of liquid oxygen and nitrogen for missile development after World War II and a supplier of super cooled liquid hydrogen, when United States long-range missile programs and the space programs got under way. One facility of Air Products Inc., at West Palm Beach, Fla., not far from Cape Canaveral, produces liquid hydrogen at the rate of 30 tons per day.

The Granite City facility, which supplies oxygen and hydrogen for commercial, medical and industrial use, employs about 60 persons. Oxygen is supplied to St. Elizabeth Hospital in Granite City, the A. O. Smith Corp., and Lipsett Steel Co., and to commercial and home users. Air Products maintains storage tanks where oxygen is kept in liquid state at 297 degrees below zero, Fahrenheit, until ready for use.

Division manager here since 1958 has been Ralph Terrill.



LIQUID OXYGEN-NITROGEN demonstration at an employe and family open house last year marking dedication of the new $4,000,000 liquid oxygen plant of Air Products Corp. in Granite City.

Dismantling is Trade Of Lipsett Steel Workers

Among the industries to locate in the Quad-City area in recent years is Lipsett Steel, a subsidiary of Luria Bros., Inc., brokers in iron and steel scrap. Lipsett is one of the chief suppliers of iron and steel "raw material" for blast furnaces of area steel industries.

Lipsett began operation in Granite City, April 1, 1957, on the 30 acres of ground on the Edwardsville Road which the company has converted from open fields to yards and buildings for large scale steel dismantling and reclaiming operations.

In December, 1960, Luria Bros. moved its offices, formerly in St. Louis, to 2500 East 23rd St., Granite City, near its local facilities.

Lipsett is one of the companies among those in the Quad-City area which complement each other and make profitable the operation of a number of interdependent companies in an industrial complex. Acting as a broker in iron and steel scrap, Lipsett is a supplier to steel industries such as Granite City Steel, General Steel Castings, American Steel and Laclede Steel.

The company, since coming to Granite City, has installed three miles of railroad tracks on its property, built brick plant buildings and installed some of the world's heaviest steel dismantling and baling equipment. Over $1 million went into development of the 30-acre plant site.

Compress Old Autos

Among Lipsett's equipment is a huge hydraulic steel baling press capable of compressing two whole automobile bodies in one operation. Thirty-six-hundred pound autos fed into the machine emerge in bundles approximately 18x20x60 inches.

The plant runs its own railroad locomotives, and one of the biggest pursuits of the 90 employes is the dismantling of retired railroad freight and passenger cars. The plant is equipped to dismantle and package for shipment up to 100 cars a week.

At one time after World War II, when U. S. railroads made the change from steam to diesel, the plant became a veritable graveyard for steam locomotives. The company made one single purchase of 350 locomotives from the Southern Railroad in the late 1950's. Altogether over a million dollars' worth of steamers were dismantled at the plant.

Dismantled Liner Normandy

Dale Fahrendorf, manager of the Lipsett plant, regards as one of the biggest operations of Luria Bros., which is an international organization, the marine dismantling of the pre-war French luxury liner, Normandy.

The ship was converted to a troop ship during World War II. After the war it was sold to Luria for scrap. The ship, too large for dry-dock, was completely dismantled in the water by Luria workmen. It was the first such successful operation.

The Lipsett plant in Granite City functions within the structure of a company, founded in 1899, which is the largest steel scrap firm in the world.



Illinois Power Serves Large Area of County

The Illinois Power Co., which now supplies gas and electricity for most of Madison County, was formed by consolidaiton of numerous small utilities in 1923 and until 1943 was a subsidiary of North American Power & Light Corp.

In 1943, the Securities and Exchange Commission ruled North American a holding company and Illinois Power became an independent company. Since then, the company, which has 22,000 stockholders and an all-Illinois management, has more than quadrupled in size.

Residential customers have on the average tripled their consumption of electricity and pay 21% less per kilowatt hour. While housewives once found bulbs lighted by electric power to be suspect, the average housewife today has countless electric appliances in her home.

Early Growth

But the early development and growth of power companies was less dramatic. At the turn of the century, the pioneers of electric utility companies were not primarily interested in Thomas Edison's new light bulb and the use of electricity in homes. Their burning interest was the transportation business. Electric interurban railways appeared to offer the greatest promise of success. Congressman William B. McKinley, for whom the McKinley Bridge at Venice is named, in 1906 purchased the combined Granite City-Venice Traction Co., which he headed.

Electric trolleys went out with the coming of the modern age, but electric power has become an integral part of every community and every walk of life.

Development of electric power for uses outside of transportation began in earnest about 1920.

An early electric utility was the Venice Electric Light & Power Co., which was formed about 1901. The following year, it was purchased by the Granite City & Venice Light & Power Co. for $260,000.

Madison County Light Co.

The purchase was made by Henry M. Byllesby who, with an associate, Rufus C. Dawes, founded the Granite City-Venice Electric Co. This became Cong. McKinley's Madison County Light & Power Co. in 1906.

The gas division of Illinois Power began two years after the electric division when the company purchased gas properties of the Granite City Gas, Light and Fuel Co. in 1925. The gas plant at 22nd and Adams streets, which in recent years has furnished a site for Illinois Power's new Granite City service building, was built by William Niedringhaus in 1901.

Gas service began in 1905, and the streets were lighted by gas lamps, which often hissed and sputtered.

After World War II, when people abandoned their loyalty to coal and when pipelines for gas were inadequate, the demands for natural gas exceeded the supply available to Illinois Power.

Underground Storage

In recent years, sufficient supplies of gas for winter heating have been obtained, principally due to Illinois Power's development of underground gas storage.

Utility companies experienced a period of expansion similar to that of recent years during the period after the McKinley Bridge was built in 1910. The bridge confounded predictions that it would increase the army of commuters between St. Louis and Madison County.

A virtual population explosion occurred as people moved to the Illinois side of the river. In one six-week period in 1913, one real estate dealer sold 350 lots, and demands for service taxed the facilities of Madison County Light & Power and other companies.

Early electric companies did not use meters to measure usage, but instead charged a flat rate of 50 cents per month to residential customers. Saloon keepers, who kept their lights on till late in the night, were charged 75 cents per light each month.

First Are Lights

When arc lights were first installed on Madison County streets, a newspaper gave this explanation: "To lighten the way of the traveler, whether he is bound home, from church or lodge or from more strenuous duties, the city has provided 60 are lights which are electrically operated and placed at intersections of the streets and highways — each of these lights equal to 2000 candlepower and of the latest and most improved kind. Under the kindly rays, the city is assured of the best protection for life and limb during the darkness of the night."

The price of electric equipment at the time, and until much later, was expensive by modern standards. Light bulbs with a candlepower of 16, equivalent to today's 15-watt bulb, sold for $1.50 a piece. Power consumption of the 16-candlepower bulb equaled that of a modern 50-watt light.

When housewives first were blessed with the convenience of a vacuum cleaner, the appliance weighed 70 pounds and cost $150. Early refrigerators, with no freezing compartment and a blower on top, sold for as much as $600 and consumed electricity at a high rate.

Today, the universal demand for electricity is bringing about continued expansion of the Illinois Power Co. Along the old interurban right-of-way, where trolley cars were operated by pioneer electric utilities, high-voltage power lines carry electricity to factories, homes and stores in ever-increasing amounts.

Wood River Power Plant

Illinois Power's source of electric power in Madison County is the Chessen Lane Wood River power plant, which is managed by C. F. Provan. Going into the operation in the 1940s, it had expanded by 1954 to include four turbogenerators producing 260,000 kilowatts. At present, a fifth unit is being added; it will produce 400,000 kilowatts, increasing the plant's total capacity to 660,000.

The local gas-electric service area has its headquarters in Granite City and is under the supervision of Carl E. Mathias. The service area consists of four districts, including the Quad-City area, which is managed through the Granite City office.

The Edwardsville district, headed by Roy Stroyack, serves Edwardsville, Hamel, Worden, Glen Carbon, Wanda, Poag and nearby areas.

Collinsville's district office, which has M. T. McKee as manager, serves Collinsville, Maryville, Troy, Marine, St. Jacob, Caseyville, Grant Fork and Hollywood Heights, plus gas in Highland.

The Wood River district, headed by V. L. Wilson, serves Wood River, East Alton, Roxana, Prairietown, Moro and part of South Roxana and provides gas service for Hartford and Meadowbrook.

Long Service by Schmitt

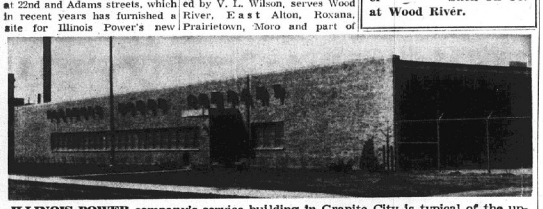
Service area manager since February, 1962, Mathias succeeded Edwin G. Schmitt, who was promoted to assistant vice-president of Illinois Power Co. by action of the firm's board of directors.

An Illinois Power employe since 1923 and service area manager since 1941, Schmitt came to the Granite City office in 1926 after three years in St. Louis. His initial position here was as assistant manager for the area, and he subsequently served as district manager and division manager.

Schmitt is credited with aiding Illinois Power in always having a readily-available supply of gas and electricity to meet the needs of residential, commercial and industrial expansion throughout the service area.

In addition to the new power generating unit at Wood River, plans were announced in recent months for extension of the company's distribution systems, enabling 3,000 new customers to be provided service during 1962. Illinois Power lines are now connected with neighboring utilities to provide reserve power for emergencies.

Headed by Allen Van Wyck, president, Illinois Power in 1961 had net earnings of $22,216,689 achieved on total electric and gas revenues of $116,435,870. Electric revenue increased 3½% and gas revenue 32½% over 1960. The firm is one of those participating in the development of nuclear electric power production.



ILLINOIS POWER company's service building in Granite City is typical of the up-to-date structures of the company. Expansion of Illinois Power service throughout the county has been rapid with the building of many new residential districts since World War II.

District Engineers Are Ever Watchful

Among the largest enterprises connected with the history of the Quad-City area is the flood control, drainage, and waterway improvement work in the American Bottoms by the U. S. Army Corps of Engineers.

In 35 years in the area, the St. Louis District Engineers have undertaken projects costing a total of over $125 million.

The American Bottoms in which the Quad-Cities are located have been safeguarded from serious floods through the building of levees, drainage canals and pumping stations. The Mississippi River has been altered to encourage the growth and development of the community through building of the Chain of Rocks Canal, with huge locks and a nearby harbor.

Flood control and drainage projects figuring in the protection of the area have reached 22 in number.

Complicated Network

The drainage system of the American Bottoms is a labyrinth of diversion canals, levees and walls and storm sewers with powerful pumping stations.

The saucer-like area in western Madison county is a watershed for 500 square miles of land.

The paramount achievement of the District Engineers in this region is the Chain of Rocks canal and locks, which provide a connecting link for river transportation from the Gulf of Mexico by the way of the Mississippi to the Great Lakes. The canal, finished in 1953, added new avenues for development of the Quad-Cities and surrounding area.

Action Initiated Locally

The Corps of Engineers does not initiate navigation and flood control projects but carries them through after they are proposed by local interests and surveys indicate the need. Projects are authorized by Congress before the construction stage. More than 90 per cent of construction costs is paid by the federal government, the rest coming from local funds. The cost of a flood control project usually figures less than previous flood damage by a ratio of about $30 to $1.

During the settlement and first decades of the Quad-Cities and surrounding area, flood control was a local matter.

In the 19th century, individuals and groups pooled efforts and resources in building levees, and, periodically from 1844 to 1903, floods swept across the bottoms, damaging the towns. Invariably, the best of levees failed to hold against the surging volume of the Mississippi.

Transportation Center

Eastern railroads converged at the river to make the area opposite St. Louis a transportation center by 1903.

The area stood on the threshhold of industrial and commercial development. But, in the flood of 1903 every levee from those opposite the mouth of the Missouri River southward was overtopped or gullied out, and every foot of the American Bottoms was flooded.

The toll of flood damage in the Quad-City area ran into millions of dollars.

Levee District Formed

Concerted efforts of communities in the northern two-thirds of the Americans Bottoms began in 1908 when the East Side Levee and Sanitary District was created. The district began building an elaborate system of dikes and diversion canals for flood relief and drainage.

Within a period of years, 90 square miles of land, including Venice, Madison, Granite City and East St. Louis, lay behind a huge levee built to withstand a 45-foot river stage, higher than the 41.5-foot high water mark of 1844. The work of the levee district ended disastrous floods, but the scope of an adequate flood control and drainage program was to be enormous.

The levee district maintains levees enclosing 170 square miles of the American Bottoms and keeps up 52 miles of drainage canals. Besides its secondary levees, the district maintains 37 miles of primary riverfront and flank levees, most of which have been built by the District Engineers.

Behind the levee walls live nearly 200,000 people.

1917 Flood Control Law

Official recognition that an efficient flood control and drainage program lay beyond the limits of local effort came in 1917 when the Flood Control Act authorized the District Engineers to undertake river development and flood control.

The overall federal system of river and flood control projects from which the Quad-Cities benefit, encompasses a large area extending beyond the American Bottoms. Included are the Alton dam and reservoir, Illinois River drainage systems and a Kaskaskia River development project now underway.

A $43 million dam and reservoir being built at Carlyle and proposed canalization of the river to a nine-foot depth would open the coal fields of Southern Illinois to river transport access.

$40 Million Project

The Chain of Rocks canal and locks were built in five years at a cost of $40 million. At a point where 17 major railroad lines converge, the shallow Chain of Rocks reach on the Mississippi was a barrier in the river route from New Orleans to Chicago.

When the canal was opened in the spring of 1953, it linked the Quad-Cities in a transportation network intersecting the entire U.S. and extending into International waters.

Rivals Panama Project

The magnitude of the project which made the Mississippi navigable for almost its total length rivals that of the Panama Canal. Eight and four-tenths miles of canal was dug between the Merchants Bridge in Venice and the mouth of the Missouri River to by-pass a hazardous section of the river. Average depth of the cut is 32 feet.

More dirt was removed in the five years—23,000,000 cubic yards—than was used by the Cahokia Mound builders in their total construction.

Part of the dirt was used in construction of 10 miles of levee flanking the canal. The levee is now part of the system maintained by the East Side Levee District.

Were Largest in World

The locks, built to handle barge traffic, were until recently the largest in the world, 1600 feet and 690 feet long. The main or auxiliary lock can be readied for passage in seven and a half minutes. The main lock is large enough to permit passage of maximum-length barge tows.

The lock walls tower 92 feet above their bedrock foundations. The gates are electrically operated. A minimum water depth of 10.4 feet at low water stage was provided for in construction of the locks. Nearly 400,000 cubic yards of concrete went into the construction.

The bridge spanning the canal on U.S. Bypass Route 66 east of the Chain of Rocks bridge was built as part of the canal project. Each year about 10,000 people visit the site of the locks and canal at Granite City.

Led to Harbor Plan

Included in the canal was a widened harbor area which has become the Port of Granite City, operated by the Bi-State Development Agency and Tri-City Regional Port District. Warehouse and shipping terminals have been built at the wharf site. The harbor has given industries a river outlet for freight and goods, aiding their growth.

In the nine years the locks and canal have been in operation, the tonnage figures for freight transported on the Mississippi by means of the locks has reached major proportions. The tonnage figures, regarded as an economic indicator, have steadily mounted to new highs.

A new record was set in June 1962 with a cargo total of 2,747,050 tons. Tonnage for the same month in 1954 was 1,046,725 and for June 1960, 2,069,169. The total for the entire year of 1954 was 5,459,539 tons, as compared to 24,714,762 tons for 1960.

Flood Protection

The District Engineers, St. Louis, under Col. Alfred J. D'Arezzo, have in recent years been engaged in heightening the levees and flood walls along the Madison county banks of the river. Forty-seven feet was once considered a safe height for flood protection, but realignment of the course of flow increased this to 52 feet.

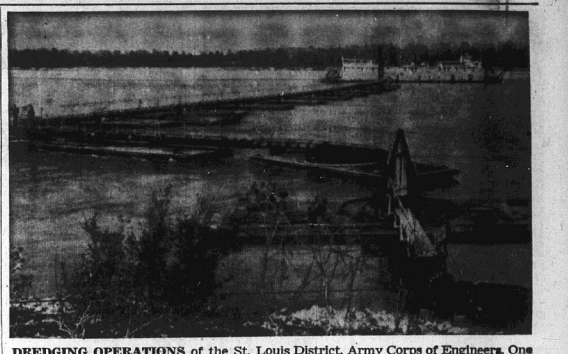
The river has confined rises higher than it did during the 1903 and 1844 floods. The Quad-Cities have been afforded greater protection through the building of pumping stations. The Mississippi no longer escapes its banks, but lesser flooding problems still result from inadequate local drainage systems.

The latest project of the St. Louis District Engineers in the Quad-City area is a rock-fill dam 900 feet downstream from the Chain of Rocks Bridge. The dam will raise the river level, insuring a nine-foot minimum depth at the Alton dam locks during low water stage.

The dam was made necessary by scouring action of water, deepening the river channel and dropping the water level in recent years. The dam is being built by dropping rocks in a line across the river.

Layers used will range from coarse gravel at the bottom to boulders weighing several tons at the surface.

When completed, the project will represent an advanced stage in maintenance of a navigable channel in the Mississippi River — the major goal of the District Engineers since the flooding and drainage problems have been mastered.



DREDGING OPERATIONS of the St. Louis District, Army Corps of Engineers. One of the major tasks is to maintain a navigable channel in the Mississippi River. Deposits of mud and silt are removed from the river by vacuum-cleaner action of snorkel tubes beneath barges.

Photos on the cover are:

Upper Left — an aerial photo of the Chain of Rocks Locks and Harbor taken by Robert Graul of the Alton Evening Telegraph; Upper Right—Owens Illinois at Alton; Center—Granite City Steel at Granite City; Lower Olin Mathieson Chemical Corp. at East Alton; Lower — — Shell Oil Co. at Wood River.

Beautiful View Gave Name to Sunset Hill

Sunset Hill in Madison County derives its name, as might be guessed, from the beautiful view of sunsets afforded while standing upon the hill. Rising 100 feet above the bluffs, the summit provides unparalleled visual delight—a panorama encompassing much of the American Bottoms, a long section of the Mississippi River and beyond.

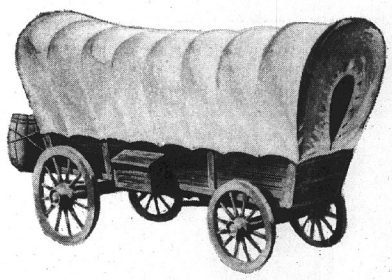
First heard in the 1870s, the name was chosen by the public. Later, it became official with creation of a burial ground and selection of the name — Sunset Hill Cemetery.

Long before then, the beautiful scenery visible from Sunset Hill was described by Illinois Gov. John Reynolds when he wrote one of the early books about this area. His career as an author had developed after he retired from political life about 1810.

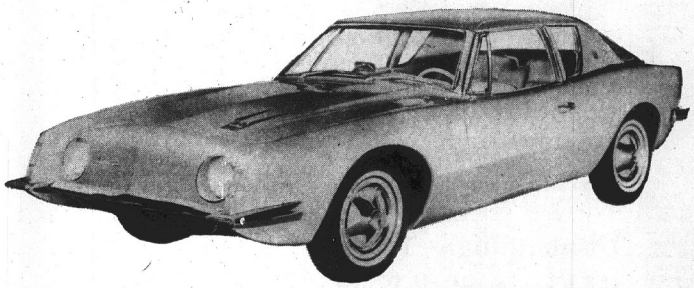
While the climb to the top of the long, sweeping hill has been made easier by the construction of a federal highway, the serene grandeur which visitors can behold is regarded as being as uplifting and moving as in the early days. A motor hotel now under construction at the top of the hill has been situated to afford a full view of the adjacent countryside.

In March 1815 there were six gangs of men with 121 workers working on public roads.

In 1850 the county had 78 churches.



Studebaker Conestoga, 1852



Studebaker Avanti, 1962

THE HABIT OF LOOKING AHEAD

The vision and willingness to dare, to experiment, to change, to challenge, is the heritage of America... and the single best assurance that this county and this nation will continue to flourish.
It is the priceless legacy left by Madison County's original settlers. For, above all, they were people who looked ahead. They saw past the wilderness to the prosperity that work and will would create... and that we celebrate today.

As Madison County pauses to look back, the Studebaker Corporation congratulates you on your accomplishments.
And as you, in your turn, prepare for Tomorrow, we make you this promise. Just as Studebaker Conestoga wagons helped the original Madison County settlers achieve a better life, today's advanced-thinking Studebaker Corporation is tirelessly pioneering the new vehicles and transportation that will help you more easily shape that challenging future ahead.

Studebaker CORPORATION

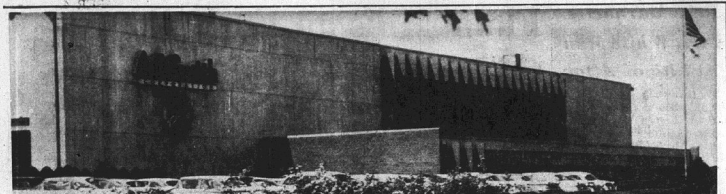
AVANTI ● LARK ● HAWK ● CRUISER ● CHAMP ● DIESEL AND TRANSTAR TRUCKS

Cordes Motor Company
2350 State Street
Alton, Ill.

Elledge Motor Company
19th St. and Grand Ave.
Granite City, Ill.

Progressive Garage
1219 Ninth Street
Highland, Ill.

Gindler Sales and Service
By-Pass Highway No. 40—
Box 2A. Troy, Ill.



MODERN PLANT in attractive surroundings houses the A. O. Smith Corp., Granite City, manufacturer of steel automobile frames.

A. O. Smith Was a Giant When It Located in Area

The A. O. Smith Corp. plant on U. S. Highway 67 at the northern edge of Granite City is an example of a quality industrial plant which did not grow from blacksmith shop size.

The plant was a giant among industries in the area when it began production in the fall of 1954. A. O. Smith Corp. moved to Granite City to build on its 80-acre tract in 1952, and the $10-million plant was dedicated Dec. 30, 1954. Since dedication, the plant has held steadily its position as one of the largest Quad-City industries.

As a manufacturer of automobile frames for the Chevrolet Division of General Motors Corp. the plant has expanded production in stages corresponding with automotive sales.

A supreme test of the plant's production capacity came soon after it was opened. It was constructed with a rated capacity of 60,000 frames per month, which seemed ample. In the last three months of 1954, however frame production was 45,000, 81,000 and 100,000, for a three-month total of 226,000 frames. It was the plant's heaviest period of production.

Ideal Location

In a yearly forecast for 1955, Peter S. Blake, works manager of the plant, said, "Everything that has happened since the ground-breaking has largely borne out the original belief of the A. O. Smith Corp. that Granite City was the logical and ideal place to produce passenger car frames."

Local industrial advantages he listed included nearby supply of steel, easy access to highways for trucking of materials and goods, excellent and extensive railroad facilities—our line of the Illinois Terminal Railroad was built to the plant—and a skilled labor supply. The plant manager reported the following year that frame shipments rose 52% for fiscal 1955 over the initial period in 1954.

Employed 2100

Heaviest production of passenger car frames usually comes in the late months of the year when the auto industry is producing the new year's model. During the spurt in production in 1954, employment mounted to 2100, a high for the plant.

The firm has installed new equipment and improved production techniques in its eight years of operation. Employment for May, 1962, a comparatively slack period, was about 1400. Over-all production for 1962 regarded as a good year, was about 500,000 frames.

The A. O. Smith plant is a low-profile building of contemporary design, 300 x 372 feet. It has one wing 60 x 240 feet and another 500 feet long. It was built for modern manufacturing specifications and efficiency, with a 600-foot assembly line.

Included in the plant are a professionally-staffed first-aid station, office areas designed for efficiency and a hardsurfaced parking lot which admits acres of cars.

Form Steel Into Frames

Attention to production usually centers on the assembly line, where individual steel parts passing through a chain of operations emerge as a sturdy finished automobile frame roughly resembling a bulwarked steel gate.

In the manufacturing building, ordinary bars and plates of steel are fashioned into the beams, cross-arms and braces which comprise the frame parts. Rivet guns hammering away form a staccato of noise.

The plant at Granite City is outstanding among the corporation's facilities. It is the largest, except for the Milwaukee plant, where the home offices are located. The plant is a leader in research to improve the structure and strength of automobile frames.

Frames made here are marketed to Chevrolet Division assembly plants including many to the Fisher Body plant in St. Louis.

While the early history of the local plant was marred by labor turmoil, there have been favorable conditions for several years.

Blake served as manager from Oct. 1953 to 1956, Thomas A. Sullivan from 1956 through 1960 and Nicholas R. Brink since January 1961.

Wood River Refinery is the Largest of Shell's 6 Plants

"Petroleum, the leading source of energy in the United States, has played a vital role in the history of the nation and will continue to do so in years ahead as the demand for energy increases," states P. J. Merkus, manager of the Shell Oil Co. Wood River refinery.

"Shell, as one of the leaders in the industry, has been an active participant in that growth, and that participation, we feel, has been an important factor in the industrial and economic growth of Madison County for the past 45 years."

Transportation

Proximity of major marketing areas, main railroad lines and an abundant water supply led to the decision in 1916 by the Roxana Petroleum Company of Oklahoma to build a refinery in Madison County. Since then, the refinery has grown with Madison County and is now one of the largest in the nation, and the largest of six Shell Oil Co. refineries in the United States.

50th Anniversary

The growth of Shell's Wood River refinery closely parallels the history of Shell in the United States. The 50th Anniversary of Shell's entrance upon the American business scene is being observed this year.

Shell had been operating in the United States only five years when the construction of Wood River refinery began in April, 1917. A 10-inch crude oil pipeline to Wood River from the oil fields of Oklahoma was started at Cushing only a month earlier. On Aug. 31, 1918, the first crude oil arrived at the Wood River end of the pipeline. The first finished products came from the new Wood River refinery on Sept. 23, and 11 railroad tank cars of fuel oil were the first products to be shipped from the refinery, in early October of that year.

A construction crew that had numbered 2,000 men at its peak still was busy with final details when the staff of 175 employes brought the new refinery "on stream." But like a big city, a refinery never is finished, and construction did not halt with the beginning of operations. Wood River refinery at its "start-up" was just beginning a program of steady growth that was to lead to its becoming one of the largest in the United States.

Refinery Grew

As the demand for petroleum products grew, the refinery grew to meet the demand. The capacity of the pipeline from the oil fields of the west was expanded in 1927 and 1928, and by 1930, Wood River refinery's processing capacity was 35,000 barrels of crude oil per day. By 1938, capacity had grown to 42,000 barrels per day, and a large portion of the finished products were being dispatched from Wood River to points east in an new eight-inch products pipeline running to Lima, Ohio.

World War I caused a great surge in the growth of Shell's Wood River refinery. Shell's experience in the manufacture of high octane aviation gasoline stemmed from April, 1934, when the first commercial quantity of iso-octane was delivered from Wood River refinery to the Army Air Corps. New facilities built in pre-war years put Wood River in an excellent position to play a great role of importance in the war effort, for at the outbreak of war, Shell was supplying 22.5 per cent of U. S. aviation gasoline. And Wood River refinery was the first supplier of "S-reference fuel," the yardstick for testing high octane fuels.

Army-Navy "E"

In January, 1943, Shell at Wood River became the first oil refinery to win an Army-Navy "E" for war production. In early 1944, the 10th Anniversary of Shell's delivery of 100 octane gasoline was observed with the inauguration of two new catalytic cracking units, which have become landmarks of Wood River.

Other war efforts of Wood River refinery included the manufacture of Toluene (one of the ingredients of TNT), the solution of numerous lubrication and fuel problems resulting from highly improved methods of warfare, and near the war's end, extensive testing of fuels for the then new jet aircraft engines.

Post-war construction at Wood River refinery has been geared to the pace of the rapidly increasing peace-time civilian use of petroleum products. The newest refinery units are designed to produce high octane automotive gasoline and improve the quality of Shell lubricating oils and other products.

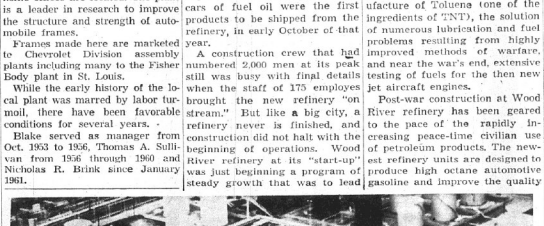
New "platformers" utilize a platinum catalyst to produce ingredients for high octane gasoline. A new distillate hydrotreater reacts hydrogen with distillate fuels to produce top quality fuel oils, and a hydrotreater for similar treatment of lubricating oils is under construction. Wood River research laboratory personnel are at work in recently expanded facilities, conducting extensive test programs in order to provide Shell customers the best possible products now and in the future.

200,000 Per Day

Wood River Refinery's processing capacity now stands at about 200,000 barrels of crude oil per day to meet the needs of an ever-increasing number of Shell customers in mid-continental United States.

Some 3,100 employes reside in the surrounding areas, channel millions of dollars of annual payroll into the economic cycle of the area through purchase of food, products and services from local merchants. And local purchases of products by the company and payment of taxes add still more funds to the economic welfare of the area. These wages and salaries, taxes and purchases at Wood River refinery amount to over $30 million dollars per year.

In regard to the future, Merkus said: "As the nation and area grow and the need for petroleum-produced energy increases, Shell stands ready to participate in that growth as an efficient, competitive organization."



A MULTITUDE of buildings makes up the Shell Oil Refinery complex in Wood River. Picture above is just one segment of the many acres of building—the research lab.

Buffaloes Passed Here On Way South

One of the most unlikely spectacles that could be imagined—a herd of buffaloes — passed through the Quad-Cities in October 1907.

Fifteen animals of what was then a rapidly-disappearing species, the American bison, were being taken from the New York Zoological Park to a 7680-acre ranch in Southwestern Oklahoma, where it was hoped they would flourish and help perpetuate the buffalo in this nation. They were placed in cages for the long journey.

Leather Is Tanned at Area Plant

From New York's Fifth avenue to the World's Fair at Seattle go the shoes manufactured by International Shoe Co., the world's largest shoe manufacturer.

Much of the upper leather for these shoes—worn by one out of every four persons in the United States—is tanned and produced right here at International's Tannery at Hartford under the supervision of superintendent A. B. Green.

The Hartford Tannery was founded in 1915 and consistently through nearly a half century has been prominent in the leather industry. Today the plant employs more than 300 men, who, interestingly enough, are all over 40 years of age.

The tannery's unique personnel policy of employing only persons 45 years or older has won national attention. Only recently the Hartford unit was granted a citation by the American Legion, and was praised at a meeting of business leaders.

Actually, of the 305 employees in the plant, only two are under 45. These "babies," one age 41 and the other 40 "sneaked in" during World War II, when exceptions were made in many an industry Green said.

'Never Too Old'

The American Legion presented the citation to R. H. Richards, vice president of subsidiary operations for International, on May 9. The company believes that older people have more stability and are more interested in their jobs than the younger ones, and, because of the nature of the jobs involved, were just as efficient.

S. Lee Larkin, director of public said that the company's hiring policy is not purely from "altruistic motives." "It is merely a case of the company being alert to the work potential of older people and therefore being able to be more selective in its hiring," he said.

"This idea that a man has passed his peak in productive capacity after he reaches the age of 45 is so much 'talk'," Richards said. "During the war we had men in our Wood River plant in their 60's and some in their 70's who did outstanding jobs. So we know what we are talking about."

The vice president noted further that American industry will stand to benefit tremendously when the bugaboo of refusing to hire men over 45 goes down the drain.

Thousands of hides a year are purchased by International Shoe Co. buyers on the open market to keep the Hartford unit in full production. At present, International is using only domestic hides to produce upper leather.

From Cow To Shoe

Of all International's wide-flung shoemaking operations, the tanning facet is probably one of the most colorful and most interesting.

From the cow to the pair of shoes on your feet the hides are taken through dozens of processes to produce the finished goods. The hides are received from the packer in bundles weighing between 50 to 80 pounds, each bundle containing one whole hide, and are stored in cold storage rooms until they are needed.

The first step on the processing line is to trim off excess and unusuable parts of the hide. These materials are salvaged to be used in the manufacture of numerous other products. Here, too, the hides are split down the backbone into two "sides." The Hartford plant is known as a "side leather tannery," as distinguished from other plants, such as upholstery manufacturers who process whole hides, because of the need for larger pieces of leather.

Hides Washed, Soaked

The hides are then washed in revolving drums, ironed and rolled, probably more thoroughly than many people wash their clothes.

The gray, jelly-like hide are then soaked in a solution of calcium hydrate and sodium sulfite which expands the pores of the hide to make easier the removal of the tightly held hairs. After this soaking, dull blades scrape off the hair. By now the hides are a white color, a heavy, flabby skin, dripping wet. Superintendent Green said that, after these processes, leather from black cows is the same color as leather from white cows.

Now, the soft, doughy hides are ready for the actual tanning operation. Here they are soaked in a solution whose base chemical is bicromate of soda where they take on a bluish-gray color. The leather is now tough but pliable —gone is the jelly-like flabbiness. Then they are wrung again through a machine something like old washing machine rollers.

After being sorted into nearly 100 catagories, according to quality of grain, thickness and size, the hides are split on a band-knife machine to any number of desired thicknesses, later to be colored in a revolving drum with chemical dyes.

Oil Added

Oil is added to give the necessary degree of softness and the hides are pasted upon a large enameled iron plate to be dried, and stretched. The hides remain in the drying oven about three hours.

Coming out of the dryer, the hides are stripped from the iron plates, completely dry, and ready for the final finishing steps.

The surface is prepared to remove surface imperfections with either abrasive cylinder or a steel blade. Then, one to eight coats of finish is applied. The finishing solution is a mixture of various chemicals including resin emulsions, dyes and plastisizers, which is either painted on with a revolving brush or sprayed on.

Now the hides are ironed again, as one would iron a starched shirt, and buffed to give the shine.

Finally the leather is sorted by hand into various commercial grades and measured by a mechanical machine. The hides then are bundled, about six hides to a bundle, weighing about 40 pounds, to be stored until they are used in any of the several International shoe manufacturing plants across the country.

Green said that more than 50 different grades of hides are processed at the same time in the plant, much like an auto assembly plant turns out different body styles of cars at the same time.

Dressel-Young Dairy Supplies Ice Cream Mix

Whenever you bite into a soft ice cream cone or enjoy a milk shake dispensed by area drive-ins, mobile units or other similar retail establishments, the chances are that the mix used to make the ice cream or shake was manufactured by the Dressel-Young Dairy Co. of Granite City.

Although Dressel-Young distributes a complete line of dairy products, the firm is the area's largest manufacturer and distributor of these special mixes.

Dressel-Young was founded in 1925 by its late president, Lucian Dressel, a graduate of the College of Agriculture at the University of Illinois. He was joined within a year by his college roommate and fraternity brother, Gordon M. Young, also deceased, who became his partner and plant superintendent.

Steady expansion in recent years, accelerated by the acquisition of two other firms, has made Dressel-Young Madison County's largest dairy. The force behind the firm's growth now is Jon L. Dressel, who took over the company's operation four years ago when his father's health began to fail. Since then, the younger Dressel, a Northwestern University graduate and former naval officer, has piloted the family business from a gross sales volume of $1,500,000 to about double that amount.

Another son, Phillip Dressel, a graduate of the University of Illinois where he majored in dairy technology, is in charge of plant operation. Wallace Wyman, who has had 35 years of experience in the dairy and ice cream business, is the firm's ice cream mix sales manager and field route superintendent.

Sales manager for the dairy's wholesale and home delivery milk sales, largest in the Granite City and Alton areas, is Mark Pickett.

Dressel-Young's plant operation is well-staffed with college-trained personnel. Three dairy technology graduates supervise all phases of the product manufacturing, and the plant's laboratory, which provides complete laboratory control of products at all stages of processing, is directed by a trained technician.

Reached at his office at Niedringhaus Ave. and Benton St., Jon Dressel said that his firm is proud to take part in the sesquicentennial observance of Madison County.

Propellex Now Is in Sixth Year

Propellex, Division of Chromalloy, Corp., is celebrating its sixth anniversary this month.

The plant, located on Old Springfield Road, Edwardsville, was founded in 1956 as the Propellex Chemical Corp. It has since merged with the Chromalloy Corp. Only this year, due to a change-over in product emphasis, has the name "chemical" been dropped from the company's name.

Basic Purpose

The basic purpose of Propellex, when founded, was to become a major supplier of explosive and solid propellant devices for the aerospace industry. This was quite a goal to set for itself when one considers the tremendous degree of financial and scientific competition the company had to face. However, after six years of concentrated effort, filled with untold disappointments and just as many encouraging signs, Propellex has realized its initial goal.

Company's Growth

The growth of Propellex is not something that can be measured in physical units, but is better signified by an industry—known reputation for fast delivery of high quality products.

As an example, is the fact that Propellex is the major supplier for Cartridge Actuated Devices on the ejection seat of North American Aviation's A-3-J Attack Plane. In addition, Propellex supplies ballistic items for the McDonnell Mercury Capsule and North American's T-2-J airplane.

Security Programs

In addition to the engineering design and development of ballistic devices, Propellex has become a major installation for Government Research and Development programs.

These studies have included explosive forming or refractory metals; improved methods of producing the liquid explosive—Triethylene Glycol Dinitrate—and a great many others. A classified program associated with the development of a high temperature propellant is presently being conducted for the Navy.

Future History

The future of Propellex shall to some extent be much like its history. It is not a matter of conjecture but shall follow a firm plan of action. The most valuable asset of Propellex, its personnel, shall bring about this plan through the use of creative ingenuity coupled with experience.

The people of Illinois decided by about a two thousand majority in favor of a free state in the August, 1924, election on slavery.

In the winter of 1820-21 a number of persons froze to death in Madison County.

In 1812 the United States census gave Illinois a population of 12,282.

INTERNATIONAL SHOE COMPANY

adds its best wishes to the citizens of Madison County, Illinois, as they begin their 151st year of progress . . .

• • • • •

Making fine shoe leather for more than four decades, International's WOOD RIVER TANNERY is proud to have played a part in Madison County's achievements.

International
WORLD'S LARGEST SHOEMAKER

St. Louis, Missouri

Volunteer Firemen Quit During 70s

Alton's old volunteer fire companies disbanded during the financial depression of 1870's, when numerous businesses over the country were ruined. This was not due to lack of willingness to serve on the part of the fire companies, but simply to the fact that so many fires occurred at this time that the firemen felt that if the property owners of the city wanted their fulltime service, they "could good and well pay for them."

During this time — particularly in 1873-74—fires of mysterious origin were constantly breaking out at different points over the business section of the city.

Concerning these fires, the Telegraph of March 30, 1874, said:

"Again! The frame building on State street, between Third and Fourth, which has a chronic habit of taking fire semi-occasionally, had another periodic outbreak of the kind late Saturday afternoon.



MODERNISTIC STORE built by the Tri-City Grocery Co. in recent years is one of 22 now operated by the firm. Son of the company's founder, Sam Pershall Sr., is board chairman and a grandson, Sam Jr., is president.



ORIGINAL STORE of the Tri-City Grocery Co. which began at 19th Street and Cleveland Boulevard in Granite City about the time of this 1914 picture. The company, since its establishment by C. W. Pershall, has branched out from its headquarters in Granite City to include stores in a number of Illinois and Missouri cities.

Tri-City Grocery Company Founded By C. W. Pershall 48 Years Ago

The Tri-City Grocery Co. was founded by Charles W. Pershall in 1914. The original store was at 19th St. and Cleveland Blvd., and another was soon started in Madison. The Granite City store is still in operation.

Previous to entering the retail business, Pershall was wholesale meat manager for Armour Meat Co. in East St. Louis for many years. He had two sons, Sam and Walter, both of whom quit school early to enter the food business. Pershall's original idea was to operate only meat markets.

The third venture into the retail business was in Wood River in 1918. Pershall rented the meat department of an already operating grocery store. In 1921 he rented a meat market in a retail grocery store in Edwardsville.

In a short time both the stores at Wood River and Edwardsville did so much business that they were purchased by Tri-City and the company was on its way to becoming a complete supermarket chain as today, handling over 7000 items.

Expands Rapidly

Tri-City Grocery Co. expanded rapidly from then on and by the early 1930's was operating 20 retail stores. At the present time Tri-City operates 22 supermarkets. Twenty of them are in Illinois and two in Missouri.

Of these, there are three in Granite City, three In Alton, two in East St. Louis, two in Belleville, and one each in Venice, Wood River, East Alton, Cahokia, Collinsville, Gillespie, Carlinville, Edwardsville, Jerseyville and Vandalia. The Missouri stores are at Hazelwood and University City.

Tri-City Grocery Company has grown to be the largest locally-owned and operated chain of food stores in the St. Louis Metropolitan area.

Main Offices

The present warehouse location in Granite City, where the main offices, warehouse and bakery are housed, was purchased in 1928 by the elder Pershall. Prior to that time the warehouse had been located in the basement of the 19th St. and Cleveland Blvd. store.

The new warehouse operated, however, at only a portion of the present volume. It has been added to constantly during the past 34 years.

Tri-City warehouses occupy over two city blocks already and another half block of property was purchased recently.

In 1939 a fire almost gutted the entire warehouse. As soon as new construction began, a bakery was added and it has been in constant operation since 1939. It makes a complete line of breads, doughnuts and sweet goods. Five years ago a cookie machine was installed in the bakery and at the present time three types of cookies are baked and there are plans to produce other types.

The company owns a fleet of trucks which deliver produce, baked goods, frozen foods and all other freight to the stores daily.

Expansion Plans

Tri-City is now formulating plans to expand the already large storage coolers for produce and frozen foods so that the purchases may be made at the lowest price possible and the merchandise can be as fresh as possible.

The company is constantly searching for new store locations.

Most of the company executives have worked for the firm since they were very young. In many cases persons have never worked for any other company.

Tri-City follows a policy of promoting within the company and seldom goes outside for top executives.

In addition to the headquarters here, all three generations of the Pershall family active in management of the firm have made their home in Granite City.

25 Year Club

In 1955 the 25-Year Club was formed for employes who have been with the company that long. There are about 30 members in the club. Meetings are held once a month to discuss business subjects. From time to time there are guests, younger members of the firm with whom they discuss new and old ideas.

The company feels its modest success has been due to the people who are part of the concern and there is a constant effort to teach and upgrade the personnel.

Tri-City is looking forward to the next 48 years being as successful as the last 48.

The officers of the company are Sam Pershall Sr., chairman; Sam Pershall Jr., president-treasurer; William Lange, vice-president and buyer of produce, dairy and frozen foods; and Joe Harding, secretary.

Department heads are Claude Miller, meat operation; Richard Roderick, grocery department buyer; Ralph Watson, bakery superintendent; Al Barnes, grocery merchandising; Joe Barbieri, produce merchandising; Mike Muehleman, superintendent of grocery operation; Ralph Perry, advertising; and Al Amlung, personnel director.

Balloon, Endurance Flights Recalled

A young aeronaut, Cromell Dixon, 15, Columbus, Ohio, piloted his balloon, the "Sky Cycle," 25 miles from the St. Louis "aero grounds" to Venice in the early 1900s. Landing here, he returned to St. Louis on the ferry after loading the airship into a wagon. "If mother would let me, I would go up every day. That trip on the river is bully," he remarked.

A flying machine of a different type was used in October 1929 when the Maryland Real Estate Co. sponsored an unsuccessful attempt to break the airplane endurance flight record. The plane was brought down after 80 hours and 26 minutes due to rain and turbulence. An employe of the firm later went to Miami, Fla., hoping to win a $25,000 endurance flight prize.

The French made attempts to colonize Madison County as early as 1750 in the western part of Chouteau Township.

Pere Marquette First White Man At Site of Alton

The first white men to view the site of Alton probably was the intrepid French Jesuit priest-explorer, Father Jacque Marquette. Whether the priest stopped at Alton is unrecorded, but a monument above Grafton marks the point at which he first entered Illinois—by canoe, paddling upstream in the Illinois River.

Father Marquette records in his "Voyages and Discoveries in the Valley of the Mississippi" that he came opposite the Pakitanoui (the Missouri) River.

That was about July 1, 1763.

Of the Pekitanoui, Father Marquette wrote:

"Pekitanoui is a considerable river, which coming from very far in the north-west empties into the Mississippi. Many Indian towns are ranged along this river, and I hope by its means to make the discovery of the Red or California Sea."

Father Marquette mentioned "rocks frightful for their height" which referred to the bluffs beginning at Alton. He also referred to "two monsters" painted on one of the rocks, which startled him at first and "upon which the boldest Indian dare not gaze long."

This was reference to the fabled Piasa or Pi-a-sau bird that has endured to modern times and on several occasions has been restored. The name lives in Piasa Bluffs, Piasa Street in Alton, Piasa Creek (Bib and Little) and, in former years, the Piasa House, a hotel.

Flour Mills an Early Part Of Madison County's History

The Alton area is rich in history concerning flour mills and grain operations. The banks of the Mississippi River at Alton have been the scene of milling activities for over 100 years.

Early records show that very near the present site of the Russell Miller-King Midas Mills, the National Mills were constructed in 1857. Captain R. D. Sparks came to Alton in 1868 and became a partner in the National Mills. The company was incorporated as the Sparks Milling Co. in 1887. Stanard-Tilton entered the Alton Milling picture in 1880 when General E. O. Stanard purchased the Farber's Alton City Mills. The firm was operated as Stanard-Tilton Milling Co. until 1941 when it was purchased by Russell-Miller Milling Co.

Mills Purchase

Russell-Miller Milling Co. operated the facilities until 1954 when the company was purchased by F. H. Peavey & Co. The present plant operates under the name of the Russell Miller-King Midas Mills, and is part of the milling division of F. H. Peavey & Co.

From their modest beginning, the present Russell Miller-King Midas Mill has expanded and been modernized to a daily capacity of 12,500 cwts. of wheat flour. This daily capacity is broken down to 7500 cwts. hard wheat flour and 5000 cwts. of soft wheat flour. Today the F. H. Peavey Milling Division operates plants with a total capacity of 62,700 cwts. of wheat flour, making the company the fourth largest in United States Milling.

The F. H. Peavey & Co. Is equally rich in historical lore as the company was founded in 1874 in Sioux City, Iowa. Frank H. Peavey, a young farm implement dealer found that he could sell more implements if he would accept farmers grain as payment in place of cash. In a matter of a few years, Peavey recognized the potential of the Grain Industry and devoted his full time to developing what is now the F. H. Peavey & Co. to where it is the third largest grain business in the United States.

Expansion

Soon after the acquisition of the Russell Miller properties at Alton, the grain storage and handling facilities were expanded and improved. The present Alton Terminal has a storage capacity of 3,560,000 bushelse of grain. Grain is received daily by barge, rail and truck. Wheat that is not milled into flour, plus corn and soybeans, are merchandised and reshipped by barge and rail.

Frank T. Heffelfinger, son-in-law of F. H. Peavey, made an extensive study of fire proof materials in the construction of grain elevators. In 1899 the F. H. Peavey & Co. constructed an experimental elevator of concrete which was so successful that in 1900 the company build a 3,300,000 bushel storage elevator in Duluth. This was the first concrete elevator in the western hemisphere, and the largest grain elevator in the world at that time. This elevator, built over sixty years ago (now greatly expanded and modernized) is still in use.

Exports Increase

In recent years, grain exports have increased. Peavey terminals at Buffalo and Duluth-Superior, and the Peavey grain office in Portland handle many grain export shipments. The Duluth terminal was recently improved so that the largest ships that navigate the St. Lawrence Seaway can be loaded efficiently at two docks.

Just as the Peavey system has grown so has its obligations — the Alton plant alone now employes 245 people with an annual payroll in excess of $1,900,000.00. These obligations are recognized and met by the corporate structure as well as the thousands of employes. Peavey Personnel throughout the country are encouraged to take part in the activity of their Community. The Peavey system has grown by serving its customers, in finding new markets for grain, by helping to improve farm management methods and by providing better products that make farming more efficient. This growth, from a single, small elevator in 1874, to the present company, is an example of the way business and industries can develop together in our free enterprise economy.



RICH IN HISTORY—Flour mills in Alton have been an integral part of that city's economy for many years. The above plant, Russell Miller-King Midas Mills, is part of the milling division of F. H. Peavey & Co.

American Steel Foundries Grew From Merger of Smaller Foundries

The American Steel Foundries Co., in Granite City, where molten steel is cast into finished shapes of hard steel, was founded in 1894 as a 300 by 80-foot building with two 40-foot lean-tos on a plot of 24 acres of land. Two overhead cranes purchased from the Chicago World Fair exposition comprised the heavy equipment.

Today the cluster of buildings and yards of the company sprawl across 56 acres and annual production of steel runs to 85,000 tons. The work force of the company is about 900 employes. Heavy steel bolsters and side frames of trucks used in the undercarriage of railroad box cars are now the chief product.

When the plant began production in 1895 many workers commuted from St. Louis aboard Terminal Railroad Association trains. Granite City was in the first stage of its industrial growth.

Discovery Made

Behind the origin of the company was the discovery in 1892 of a method of using a malleable substance called green sand for molds in making steel castings. The discovery took place at the Schickle, Harrison, and Howard Iron Co. in St. Louis and was engineered by James F. McRoberts. The plant in Granite City was opened shortly after McRoberts, defying predictions of an explosion, poured molten steel into a green sand mold for the first time. The flexible nature of green sand made possible the casting and mass producting of complicated shapes.

Low Ebb

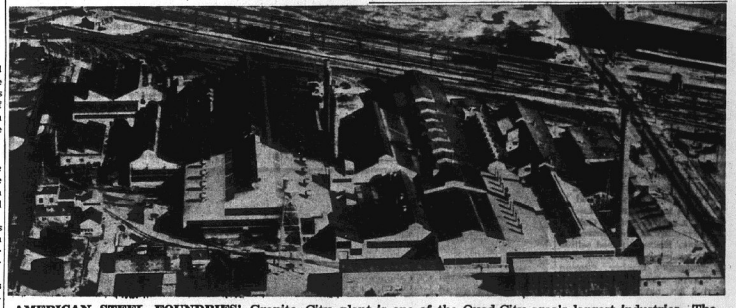
One of the low ebbs of production by the company came after the end of World War I when only one furnace at the foundry was being operated and employment shrank to 300 or 400 men. But with production increases, as early as 1921 the foundry employed 1,052 men. In 1923 the foundry began around the clock production with three 8-hour shifts per day, largely on the basis of sales to railroads which were being developed into intricate patterns of transportation throughout the United States. American Steel was important in absorbing the wave of unemployed that followed the war.

Beginning with the dismantling of the old open hearth furnace in 1929, modernization steps have been carried out in successive years. In 1930 a first addition to the plant was made with a No. 5 furnace and in 1933 and 1934 for additional new furnaces. In 1941 and 1942 one of the main plant buildings was enlarged, and in 1948 the core room was enlarged. An addition was built for the main foundry building in 1937.

In recent years, additions have been built to the cleaning and treatment building (1953), the main foundry building (1952), and the core room (1958). The latest addition to the company, which now employs 686, was in 1954 when a sand washer and reclamation building was erected.

Managers of the plant have been J. C. Davis, 1902-05; Alfred Walcher, 1905-16; W. C. Hamilton, 1917-20; Edwin Walcher, 1920-28; H. M. Rishel, 1929-41; Chester Walcher, 1941-55; R. O. Tibbals, 1955-60; and A. P. Steinhauser, 1961 to the present. The Walchers in the list are brothers.

Gov. Edwards established saw and grist mills and stores in five Illinois towns and three Missouri towns.



AMERICAN STEEL FOUNDRIES' Granite City plant is one of the Quad-City area's largest industries. The firm's present day plant, shown here, has replaced predominately wooden structures of the early 1900's. The initial building, erected in 1894, was 300 x 80 feet with two, 40-foot lean-to sections.

Utilizing the method discovered by McRoberts, the foundry grew to command a substantial share of the steel market in 1902. That year eight foundries in the Midwest merged and the name of the one in Granite City, the largest, was retained.

Production at the Granite City plant was halted for the first time in 1902 when a strike which lasted several months was called. In 1913 when the American Steel Foundries suspended production for nearly a year there were 5,658 persons employed in 39 industrial plants in Granite City. The shutdown threw 1,600 people out of work. The labor troubles that plagued the company lasted until 1921 when the company was a party in the U. S. Supreme Court case which ruled labor unions legal organizations.

Research Begins

Research for development began in 1910 when G. G. Floyd set up an engineering laboratory at the foundry. He built inclined railroad tracks, called a "science railway," for studying freight car suspension trucks in operation. Service laboratories of the American Steel Foundries continued research with the purchase of steel box cars in 1939 and in more recent years a five-car test train has been constructed for study of company manufactured parts under actual conditions.

American Steel has made large expenditures for research and development in the past half century. Besides the half-mile long steel trestle called the "scenic railway," the company in 1942 built a test and development building. An X-ray building was added as part of an extensive building program in 1944 which included new main office, personnel, and cafeteria and kitchen buildings.

During World War I emphasis was diverted from production of railroad equipment to making cast Army shells. Ingots for the shells were poured at the Granite City plant.

'Muscle' Is Supplied to County Customers by Union Electric Power

Supplier of the muscle in many of Madison County's industrial giants is Union Electric Co. The electric utility company, a good sized firm in its own right, serves more than 21,000 customers in the county with electricity. Also, 11,000 customers in and around Alton buy gas from the same company.

Dominating the county's sky line from the Mississippi is Union Electric's Venice generating station. Rated at 500,000 kilowatts, the plant represents almost one fourth of the company's total generating capability.

18,000 Residential Users

Of the company's Madison County electric customers, more than 18,000 are residential and, last year 1,877 were classified as small commercial; 54 were in the large commercial and industrial class, reflecting the highly industrial complexion of the County.

Union Electric sales of power in 1961 increased 10.8 per cent in the county over the year previous.

The Venice power plant, one of the most modern in the UE system and one of the largest such developments on the Mississippi, has a capacity of 500,000 kilowatts, enough electricity to light up 5,000,000 100-watt light bulbs.

The station is designed for a capacity of 500,000 kilowatts in three sections of 100,000 kilowatts each and a fourth of 200,000. The first three sections were put into operation in 1942, 1943 and 1948, and the last section in 1950.

Staff of 420

About 420 trained men operate the plant, which runs 24 hours a day, every day, producing electricity.

Construction of the Venice II plant was difficult, for the soil is river sand which cannot support heavy structures. Concrete-filled steel pipes, driven 90 feet to bedrock, support the building and machinery. Walls and floors below ground level are designed to resist water pressure. A special layer of waterproofing material embedded in the concrete keeps the interior dry.

The $68,000,000 plant consumes more than 5,000 tons of coal, or about 100 carloads, in a normal day's operation. The coal is transported on endless rubberized belts to a breaker house at the rate of 800 tons an hour. It is pulverized to the consistency of face powder before being blown into boilers where it burns like gas.

20-Acre Coal Reserve

About 250,000 tons of coal are kept on hand in reserve in case of emergency. A 20-acre section of the 115-acre plant is reserved for coal storage.

Superheated steam which is formed drives turbines which produce the electricity. Each turbine shaft is connected to a generator.

Two 50,000-kilowatt generators at Venice spin 3600 times a minute. Sixty-cycle alternating current at 13,800 volts is produced.

Huge Water Consumption

The plant uses more than 800,000,000 gallons of water, five times the daily consumption of the entire city of St. Louis, each day. Seven pumps, each capable of delivering 83,000 gallons a minute, deliver the water. They are designed to operate over a range of 45 feet difference in river level.



VENICE POWER PLANT of the Union Electric Co. near the McKinley Bridge. The huge smokestacks, chimneys for enormous coal furnaces, tower high in the air and serve as landmarks along the Mississippi River.

J. C. WOHNLICH & SON —Inc.— General Contractors No. 2 Seine Dr. Godfrey, Ill. Phone 466-2500

Home Building & Loan
Alton Telegraph
Paul's Fabrics
Alton Little Theater
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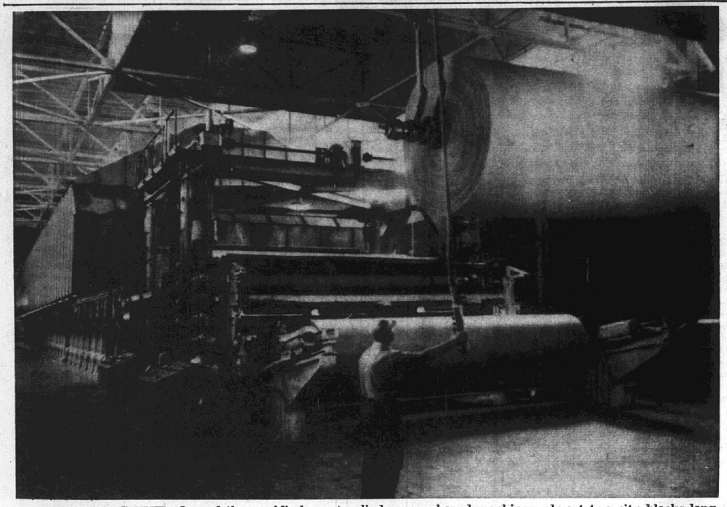
THE SIGN OF BUILDING PROGRESS!

This sign at building sites throughout greater Madison County is your assurance of fast, dependable construction!

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- Residential
- Commercial
- Schools and Churches

J. C. Wohnlich & Son INC.
2 Seine Dr. GODFREY



MAMMOTH MACHINE—One of the world's largest cylinder paperboard machines, almost two city blocks long, is in operation at the Alton Box Board mill in Alton. In the foreground, crane has hooked onto roll of finished paperboard, 18 feet wide and weighing 10 tons. (Day Photo)

Box Board Company Has Been in Alton 52 Years

Alton Box Board Co., started operations in a small mill, manned by only a few employes, in 1910. Its main offices and principal paperboard mill have been situated in Alton throughout the company's 52-year history.

During the past half-century, Alton Box Board has expanded into one of the foremost industries in the area, while contributing to the economic growth and prosperity which has characterized this region.

The company today ranks among the leading producers of packaging and packaging materials in the United States.

Indicative of its growth is the modern Alton Mill, which has kept pace with advances made in the paperboard industry. It is the largest paperboard-manufacturing facility in the Middle West. The mill operates 24 hours a day, 363 days a year. It is staffed by several hundred men and women who bring to their jobs long experience and many skills required to process, sell and distribute paperboard.

Box Board Progress

Alton's progress has paralleled the progress achieved by American industry as a whole. And this has been more than coincidental. Alton's operations are geared to serving all industry — to design and fabricating a tremendous variety of packaging in which industry ships and sells its products.

Company progress has stemmed from adherence to a belief that top quality products and efficient personal service are the best ways to satisfy the marketing plans of its industrial customers.

Alton Box Board also plays an important role in the agricultural economy of this area. Alton packages are used to ship processed food products to families living hundreds and even thousands of miles from the farms where the products originated. The interdependence between the packaging industry and agriculture has long been a significant factor in Alton Box Board operations, and the company expects its service to agriculture will continue to increase in the future.

The U.S. population is rising each year by some 3,000,000. To serve this booming population, industry is continually making available products of improved quality, value and convenience. For Alton Box Board Company, this means greater opportunity to create packaging that will carry these products to American families dependably — and offer even greater sales appeal and convenience than packaging of today.

"Alton" Made Famous

A company official said the community of Alton offers an ideal location for the firm to move forward with its growth objectives. "We feel particularly fortunate to be situated in the heart of one of the world's richest farming regions and in an area of a developing industrial economy," he said.

In the past 20 years, 17 new industries have come to the Alton-Wood River district because of the healthy state of existing industry. About 20,000 persons are directly employed in Alton-Wood River—in industries which compete in world markets and bring back $100 million to meet payrolls in this area every year.

Alton Box Board has been proud to carry the name of Alton to many corners of the nation, through its packaging service to the great names of industry.

The company maintains modern, efficient carton and container plants at strategic locations in the middle west, which convert the paperboard made in Alton to corrugated shipping containers, set-up boxes and folding cartons.

Packaging — Over U.S.

Alton Box Board also operates its own wood chipping stations and paper stock facilities to assure a steady flow of basic raw materials for making paperboard.

Packaging produced by the Alton firm is used for hundreds of familiar products which are part of every-day living. Each day, everywhere in the nation, people buy and use products in Alton containers and cartons — items such as golf balls and tooth paste... soaps and detergents ... cosmetics and fast cereal ... shoes and clothing ... grass seed and greeting cards ... television sets and refrigerators .... and even parts for Space Age rocketry.

The constant channeling of new products into the mainstream—to the consumer — compels more varied packaging, with distinctive marketing and merchandising advantages. This is especially true in view of the rapidly-growing trend toward self-service operations in stores and supermarkets, where literally thousands of packages are quietly, but effectively selling themselves.

Swain Looks at Future

The community of Alton benefits from having a broad industrial base. As Marvin W. Swain, president of the company, recently said: "The stability of this area is due in no small measure to the high degree of diversification of industries in the Alton-Wood River District. Other areas of the country, where there is reliance on one type of industry, are much more vulnerable to economic depression."

Looking to the future, there is every reason to believe that this region will continue its progress as long as its industry is able to compete effectively according to its abilities. Said President Swain: "Staying in business today is a tough struggle against strong competition. It is a matter of being able to install the newest and best equipment. It is a matter of selling. And it is a matter of marketing — of marketing not only the products and services of industries of the area, but of marketing the heritage, the natural advantages, the opportunities of this Alton-Wood River District."

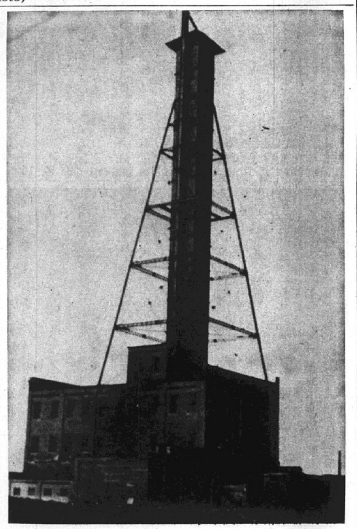
Black Hand Link To Bombing, Threats

The dreaded Black Hand Society — or imitators of it — cast a shadow over some residents of the Quad-Cities during the first two decades of the 20th century.

Demanding $500 each from two merchants, one letter in 1907 related that "God has given you wealth, but God has also permitted us to kill you or your children whenever I find you, if you do not comply with my demand and give us $500. If you wish to live undisturbed in the enjoyment of your money," the recipient was directed to place the money under a brick near the eighth telegraph pole from the corner of Pacific Avenue and Olive Street.

A Black Hand letter in 1910 to G. W. Niedringhaus, general manager of the National Enameling and Stamping Co., demanded that the hot mills superintendent be forced to resign. It was ignored.

A Black Hand extortion attempt was blamed for the bombing of a fruit store at 19th and State Streets a few years later. The front of the store was damaged but no one was hurt.



AN EARLY LANDMARK, shot tower of the old Markle Lead works during first years of the century. The Granite City skyline was altered when the tower was razed in 1912. The National Lead Co. now occupies the site of the original plant.

Lead Works Important to Early Growth

Since the waning years of the 19th century, the Quad-City area has been the site of lead-producing plants. Pioneer in the area was the Markle Lead Works, which began building a plant in 1894.

The plant began production in 1895 and the year 1903 saw the building of a United Lead Co. plant nearby.

The lead works, along with several other foundling industries of the foundling cities of Granite City, Venice, and Madison, provided impetus for rapid growth in the early years of the Quad - City area.

Many of the lead companies of the nation had consolidated into the National Lead Co. by 1912. In Granite City, the National Lead Co. plant and the Hoyt Metal Co., were operating with a work force of 500 employes. The two companies covered 30 acres of land.

Much of the production of the Hoyt Metal Works consisted of lead bullets and pellets for shotgun shells, but by 1912 the old wooden "shot" tower of the company had been torn down.

The tower for two decades had stood as a landmark nearly 90 feet high against the Granite City skyline. It was used for making shotgun pellets by pouring molten lead through a sieve device high in the tower and allowing the lead droplets to splash into a water-filled tank below.

Founded in 1891

The National Lead Co. was founded in 1891 and has continued to manufacture white lead, used in paint industries, and other products. The two Granite City plants are among its eight in the St. Louis metropolitan area. Still in existence, the Hoyt plant operates along with National Lead's Steel Packaging Division plant in Granite City. The latter manufactures a variety of steel shipping containers for paint petroleum, chemical and other industries under the brand name "EN-EL-CO."

National Lead has been one of the companies least troubled with employe-management relations problems. As far back as 1912, the company had a pension system for employes. Since 1537, a retirement and life insurance plan has been in effect.

A part of National's tradition is the now famous Dutch Boy trademark, which was inaugurated in 1907 and replaced a number of other trade names. The Dutch Boy, often seen on paint can labels and signs, was painted for the company by Lawrence Carmichel Earle.

The Hoyt works is a lead refining and fabricated lead products plant. Among its products are lead pipe, lead wire, solder, babbitt, shot, Kirksite, grid metal and Britannia metal used in printing, plumbing lead and paint leads.

Nuclear Uses

New uses for lead — which have arisen partly from National Lead's 18 different research and development laboratories in this country, have spurred production in area plants. Lead has been discovered to be one of the most useful metals in shielding against radiation, and is used in hospitals and atomic energy plants.

Power units of the nuclear submarine, the Polaris, are housed in a lead shield. Lead, because of its weight-to-volume ratio, has come to be used extensively for ballast in ships and airplanes. Thin sheets of lead also are becoming increasingly popular as insulation against sound in walls of modern buildings.

Use of lead for such products as shotgun shells and bullets, fishing sinkers, roof flashing for buildings, and oxides for storage batteries is well known.

The Granite City plants are coordinated with the half dozen other plants in this region. They have 775 employes out of a total National Lead work force of 3,000 persons in this area.

The mine and metal refinery at Fredericktown, Mo., which produces lead, copper ore, nickel and cobalt, is a major point of supply for the Granite City industry.

New Housing Projects Going On in Granite City

On May 15, 1962, the Granite City Housing Authority completed 23 years of operation, during which time the 451-unit Kirkpatrick Homes project was established and a new project now under construction for the elderly was begun.

Kirkpatrick Homes, located on a 24-acre tract on Nameoki Road and Edwards Street, was named after the late Mayor M. E. Kirkpatrick who was instrumental in founding the authority in 1939. The 151 original units were built in 1942 and 300 units were added in 1952.

The authority, incorporated within the city limits of Granite City, is governed by five commissioners. These five are appointed by the Granite City mayor, with approval of the Illinois State Housing Board. Appointed for five-year terms, they serve without compensation.

Primary purpose of the authority —the purpose for which it was founded —is to help the community provide adequate housing for those families which private enterprise cannot profitably serve.

Payments to City

Kirkpatrick Homes is operated under terms of a cooperative agreement with the city. This agreement acknowledges the project's right of tax exemption. In recognition of services provided by the city, however an annual payment from project revenues is made. Under terms of the agreement, the Authority has paid $182,496 to the city from 1942 through 1961. The 1961 payment was $17,487.

In return, the city provides for project tenants the same services received by other city residents.

Kirkpatrick Homes construction was financed through sale of bonds purchased by private investors. The bonds have annual maturities over a 40-year period, and are refunded with interest from revenues of the project and annual subsidies from the Public Housing Administration.

Income Limits

To eliminate the possibility of competition with private enterprise, maximum income limits are set for project residents. For example, a two-member family at present may have a maximum income of $3,600 after exemptions to be eligible for admission to the project. Maximum income for continued occupancy is $4,500 after exemptions.

Highest maximum income allowed for admission is $5,100 after exemptions, this for a family of seven. Such family may remain in the project so long as income after exemptions does not surpass $6,375.

All amounts paid by the U.S. government for disability or death occurring in connection with military service are excluded for the purpose of determining eligibility.

Kirkpatrick Homes rental is based on the tenant's total family income and the number of minor dependents. At present, rent is set at approximately 21.8 per cent of income less $100 for each minor dependent.

The project consists of 49 buildings of brick veneer construction. Of the 451 units, 97 have one bedroom, 246 have two bedrooms, 100 have three bedrooms and eight have four bedrooms. Each unit also has a kitchen, living room, bath and utility room.

The project administration building contains management offices, maintenance and storage space and a community wing. The latter consists of two recreation halls, two kitchens, and a small lounge. Both kitchens are completely equipped with cooking utensils, dishes, silverware, tables and chairs.

A small fee is charged for use of these facilities by the public, although scout troops, 4-H clubs and similar organizations may use them without charge.

100 Units For Elderly

The Granite City Housing Authority's newest project is the Anchorage homes — 100 units for elderly citizens. The new units are under construction at the end of Edwards and East 25th Streets on a 12¼-acre site.

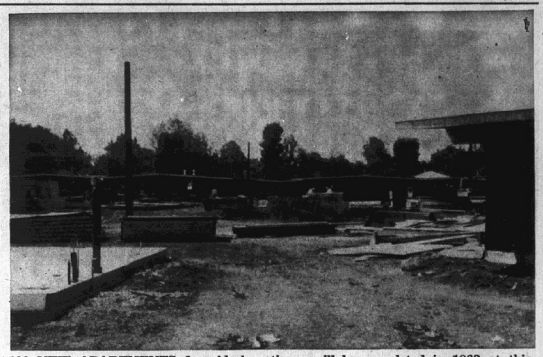
In the center of the new project, which will consist of one-story structures only, will be the administration building. Similar to the Kirkpatrick Homes facility, the building will contain a recreation hall as well as management offices and maintenance space.

Completion date for the Anchorage project has been set for March 18, 1963.

The housing board consists of Chairman Walter R. Pfaff, Vice-Chairman Walter R. Winters and Commissioners Fred Fahnster, Dr. Claude A. Hiles and Ernest E. Veihl Jr. David W. Morgan is executive director and Mrs. Winifred Kelly is assistant director.

With M. E. Kirkpatrick, mayor in 1939, handling initial transactions of the authority, the original five-member housing board appointed by him consisted of Roy Huff, Herman F. Droege, Ralph V. Johnson, Charles Habekost and Charles W. Moerlien.

Others who have served as commissioners are Fred W. Albers, Frank L. Southwick, William Winters, Theodore C. Pfroender, Walter Eberhardt, Fred Cunningham Jr. and Robert G. Gibson. Executive directors have been Talley Richards, Habekost, Pfroender and Morgan.

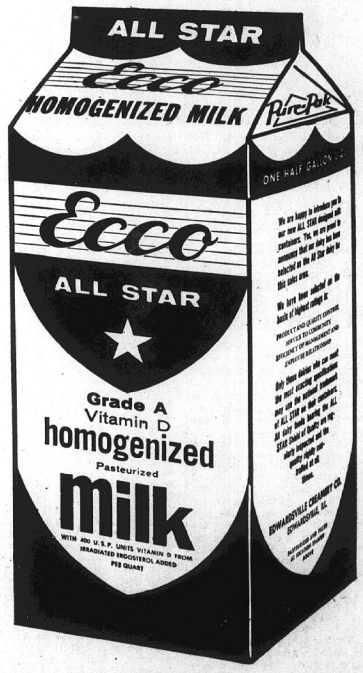


100 NEW APARTMENTS for elderly citizens will be completed in 1963 at this site, where construction is in progress. The project is the newest undertaking of the Granite City Housing Authority, which also provides 451 low-rent public housing units at Kirkpatrick Homes.—(Press-Record Photo)

In 1820 the rains were so continuous and heavy in the county that wheat was affected and a disease spread among the settlers known as "sick wheat."

The steamboat "Altonia" in December of 1851 made the first trip from St. Louis to Alton in one hour and thirty minutes.

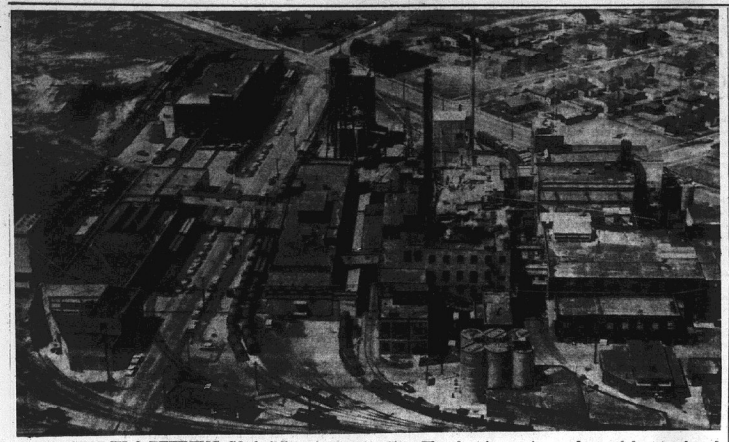
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Serving fine dairy products to Quality Conscious Consumers for 35 years in Madison, St. Clair, Jersey, Bond, Greene, Montgomery, Macoupin, Fayette and St. Louis Counties.

EDWARDSVILLE CREAMERY CO.

223 W. PARK EDWARDSVILLE



UNION STARCH & REFINING CO. buildings in Granite City. The plant is a major producer of dry starch and other products made from heavy yields of corn in the midwest corn belt.

Union Starch Grew from Small Corn Syrup Plant

One of the senior industrial installations in the Quad-City area is the 59-year-old corn refining mill in Granite City, owned and operated by the Union Starch and Refining Co. since 1922.

The future of the plant, which was uncertain early in the century, has been clarified by Union Starch by a gradual revamping and expansion over the years and a substantial increase in production.

The plant that was grinding about 8,000 bushels of corn daily when Union Starch moved to Granite City in 1922 now holds a middle position among 13 U.S. plants in the industry.

The plant daily turns 30,000 bushels of corn — the amount grown in a year on 600 acres of soil — into food products. The work force totals about 580 employees.

Built in 1903

The Granite City plant was built by the St. Louis Syrup and Preserving Co. in 1903 for manufacture of corn syrup. Its grind capacity was 12,000 bushels daily.

In 1907, the Corn Products Refining Co., with its chain of corn grinding plants throughout the Midwest, purchased the Granite City plant and manufactured "Karo, the Spread for Daily Bread." The plant went to a nine-hour working day in 1918.

The plant was sold in 1919 to the Best-Clymer Co. and was operated for three years as the Temptor Corn Products Co. The operation proved unsuccessful and in February, 1922, the plant was sold to Union Starch.

Union Starch was a company founded in Edinburgh, Ind., near Columbus, in April 1904, by Joseph I. Irwin and his son, William G. Irwin. Their plant opened in 1904 with a grind capacity of 500 bushels and was up to a 5,000-bushel capacity in two years.

Transfer to Local Area

In 1922, when Union Starch transferred its entire operations to Granite City, products were dry starch for household and other uses, corn syrup, Pennant brand table syrup, corn sugar, corn oil and cattle feed from corn milling by-products.

In addition, caramel, food coloring, food flavor crystals, oil cake meal and gluten meal are now made by the company. Corn sugar has been discontinued.

At the Granite City plant, the process by which starch is removed from corn is called "wet milling," the separation of germ, gluten, hulls and starch by soaking corn in chemically treated water. The 80 per cent content of starch in a grain of corn makes the Corn Belt area of the midwest the area of the corn refining industry.

Corn is now used for myriad purposes, including manufacture of yeast, beer, explosives, confections, paper, textiles, fireworks, jellies, leather tanning, baking powders, dietetic foods, rayon, vinegar and synthetic textiles. Union Starch is among the companies in the industry carrying on work in research and development laboratories toward development of new products.

New Departments

Union Starch made several innovations at the Granite City plant since 1923, including opening of a caramel department, installing of new water softening, power, washing and dryer facilities, and building of a gluten meal elevator.

During the depression years of the 1930's, while other industries in the Quad-City area were faltering, production at Union Starch remained fairly constant. During one period from April, 1933, the company operated on a seven-day weekly schedule, filling orders for corn sugar and glucose.

The company began a modernizing program in 1937, when a new boiler unit was installed at a cost of $90,000 to replace two old boilers, and a $25,000 boiler house was built.

A new machine shop also was built in the area of the control and research laboratories built by Union Starch in 1923. Another new boiler unit with power generator and motors was installed in 1939 at a cost of $75,000 and, in continued expansion, a new refining building is being built.

Employment at the company, which totaled 350 in 1949, rose to 650 in 1946 after World War II. But a shortage in the supply of corn several times interrupted production in 1946. As many as 450 of 625 employed at the plant were idled by breaks in production in April and May 1946, but the end of the wartime drain on agricultural production has insured corn supplies since.

International Scope

Operations of Union Starch and Refining Co. have been expanded to an international scale in recent years through building of plants in Cebu City, Philippines; Mexico City, Mexico; Barranquilla and Medellin, Colombia; and Lima, Peru.

A tinge of internationalism at the Granite City plant is a new Danish process of making corn syrup, for which the new refining building is being constructed.

Union Starch in 1952 spent nearly $1,000,000 in remodeling and re-equipping a three-story brick building for renewal of dry starch production. Dry starch, used principally by food processors and textile and paper industries, had not been made by Union Starch at the Granite City plant but had been made at Edinburgh.

The new installations and equipment are capable of producing dry starch at the rate of 160,000 pounds a day. Hoppers, pipes, and conveyor systems are stainless steel. The building has a built-in vacuum cleaning system to insure the cleanliness required in food production.

Union Starch plant managers here have been P. R. King, 1922-45; Harry W. Curry, 1945-48; William Sandel, 1949-50; A. J. Snapp, 1950-57; and John McBride, vice-president and general manager, 1957 to the present.



MEAT PACKING TECHNIQUES originated at the Tarpoff Packing Co. in Granite City have become common practice throughout the industry. The single rail carcass splitting station shown here is an example of the modern equipment.

Tarpoff Has Continued To Be on Top in Field

In 1931, John Tarpoff purchased a dairy plant in Granite City and converted it to a slaughtering plant. Tarpoff was an experienced meat packer, having founded the Tarpoff Packing Co. in rented quarters in St. Louis three years earlier.

The original plant at the present Tarpoff location was erected in 1937. At that time, only calves and lambs were slaughtered. Ground for a new addition was broken in 1954, and the completed project has made the plant one of the most modern in the U.S.

John Tarpoff, a native Macedonian, is deceased. The firm is operated by his sons. Vasil joined the firm in 1936, and is now in charge of sales. Jon, who began in 1946, is in charge of buying, and Alexander took over sales cooler operations in 1946.

Highly Rated

The Tarpoff plant has been highly rated by government inspectors as to plant cleanliness and processing techniques in handling animals and meat. Interior walls of the slaughter area are glazed tile for greatest ease of cleaning. Glass brick was used liberally in construction of the plant to furnish best possible light.

Equipment used in the plant is all modern, designed to facilitate fast and efficient operation. Many time-saving innovations, such as integral livestock pens which bypass separate holding pens, were added during the plant remodeling and addition. The plant's modern equipment includes a pneumatic carcass spreader which makes this part of the operation a one-man job.

Advantages of a modern plant coupled with skilled workmen enable the plant to process approximately 15 cattle per hour. Tarpoff's sales cooler, 90 by 32 feet, has a capacity of 450 head. Present sales turnover requires a normal supply of 600 sides of beef on hand.

Humane Procedures

The Granite City plant has been a leader in humane handling and slaughter of animals, as well as butchering and processing techniques. In 1957 the company was rated first in the midwest by the National Association of Humane Societies, and fifth nationally.

The firm was cited in the Congressional Record as one employing advanced slaughtering techniques when Congress passed measures requiring the humane slaughtering of animals.

While many of the techniques and practices initiated by the Tarpoffs have spread to other plants in the meat packing industry, the brothers have no intentions of resting on their laurels. A feature of their plant is the incorporation of provisions for future expansion.

Plans allow for expansion of the cooler room capacity, as well as installation of a freezer room and facilities necessary for its operation.

Other future expansion possibilities at the plant include an offal department, cutting, boning and fabricating department and additional livestock handling areas, along with other changes which may become desirable in future years.

Compensation for judges of county courts around 1814 was $2 daily for a day of actual service.

The Monks of LeTrappe are credited with being discoverers and first users of coal in Madison County.

Edwardsville had 30 newspapers before 1865.

Dow Metal Products Is Pushing Ahead Fast

Relatively new in the area but a pioneer in its field, the Dow Metal Products Co., in Madison was established 11 years ago. The plant, a division of Dow Chemical Co., was one of the first in the world built to manufacture wrought products from magnesium on a mass scale.

Until 1956 a magnesium rolling mill, the Metal Products Co. has since been also engaged in the making of aluminum products. The plant employs a work force of about 900. Annual production of aluminum and magnesium products in castings, extruded strips and roll pressed sheets and plates is about 20,000 tons.

Established in 1951

The Metal Products Co. was established in 1951 when the Dow company took over a deactivated World War II production plant. With construction and modernizing programs still being continued, the products company expanded building floor space of its plant to 1,400,000 square feet. New and modern equipment installed includes some of the largest rolling mills and extrusion presses in the world.

Dow in recent years has been one of the most rapidly expanding of the chemical companies. Aluminum production became important in the manufacture of aircraft during World War II. Magnesium is a newly developed metal. Both are lightweight metals with high tensile strength. Magnesium and aluminum, besides being used in aircraft, play a major part in the manufacture of missiles and spacecraft.

One of 30

The Madison plant is only one of over 30 widely distributed Dow Company plants in the United States. The plant is directed wholly to the production of metal products while others manufacture industrial chemicals, plastics, agricultural chemicals, and textile fibers. Magnesium production utilizes a process of extracting magnesium from sea water which Dow developed during World War II.

Establishment of the Metal Products Co. in Madison lay in the future of events when a young chemist in 1890 at Midland, Mich., discovered an electrolytic process for extracting chemicals from brine. The young man was Herbert Henry Dow. Magnesium was one of the elements Dow, working in a rented barn, extracted from the brine and the Dow Chemical Co. was established soon afterward.

Dow officials speak of a "will to progress" in describing personnel effort, research development, production methods which in ten years in the past have doubled employment and more than tripled sales of Dow products. In the 1961 forecast statement, Dow Metals' vice president H. H. Lyon said shipments of aluminum extrusions during the year 1960 had more than doubled. The massive 5,500 ton and 13,200 ton extrusion presses, Lyon said, place the company in a position that only three other companies can match the capability in producing large aluminum beam sections. Lyon said the company is entering more into the aluminum market, and "although we can hardly crowd the Big-3 (Kaiser, ALCOA, and Reynolds), we hope to add substantially to our volume."

Plant managers have been Robert E. McNulty, 1951-55; Hubert Fruehauf, 1955-58; Herbert H. Lyon, 1958-62; and Gerhard Ansel, 1962 to the present.

New Products

A process and engineering development program in effect has resulted in work on new products. A high temperature magnesium-thorium alloy which is a recent discovery is now much used in missile construction. Magnesium is also used in electronic and cathode protection, luggage manufacture, and equipment for handling certain types of corrosive materials. The Madison company said a new type zinc-alloy called Hydro-T-Metal is hoped to figure in volume production in the future. The metal was given tests and it was found the metal could be successfully rolled in its manufacture. The goal of the overall development program, Lyon said, "is the adaptation of our facilities for the mass production of a broad range of semi-fabricated aluminum, magnesium, and other metal mill products."

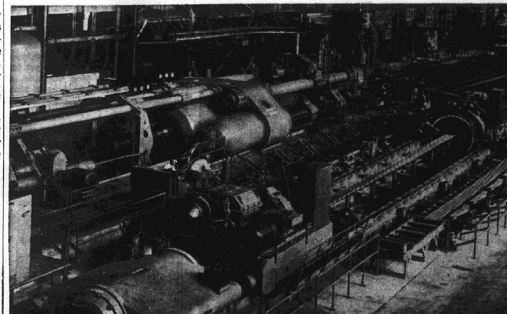
The local plant occupies facilities known as the Armor Plant and the Standard Steel Springs Corp. during production of war materials in World War II.

Built and initially operated under the supervision of the General Steel Castings Corp. for production of cast armor tank hulls, the plant later was altered to produce large truck axles for defense purposes.

Specially designed, with all new equipment, the war plant was one of the most modern in the nation. The high percentage of wall and roof area devoted to windows drew much attention at the time.

The Springfield Road, now known as Route 112, was one of the first important roads of Madison County.

Edwardsville is the third oldest incorporated city in Illinois.



HYDRAULIC EXTRUSION PRESS operated by the Dow Metal Products Co., Madison, a division of Dow Chemical Co., was increased in capacity this year to 14,000 tons, making it the largest in the free world. Bars of magnesium, aluminum, other metals and alloys are forced through accurately-shaped dies to take on new forms.

Owens-Illinois Has Grown Up With the Area

In 1873, two Madison County men decided to go into the glass business. It is doubtful if any company ever started out under more discouraging circumstances.

The partners weren't glass men. Edward Levis operated a furniture store, and William Elliot Smith was a farmer. The glass business had failed three times in Alton. It was because of the most recent failure that the bankrupt glassworks on Belle Street was for sale. Levis mortgaged his furniture store for $3000. Smith raised his share, although without any help from his wealthy father, who wasn't lending anybody money on a fool's venture like this.

Levis borrowed a book from a local chemist named Marsh to find out how glass was made. With this meager technical knowledge behind it—and two strikes against it — the Illinois Glass was born. That was 89 years ago. Today, the glassworks that began corporate life inauspiciously back in 1873 on Belle Street is one of the world's largest glass container plants. The "Illinois" in the corporate title has been merged with the names "Owens" to form Owens-Illinois, one of the leading producers of glass, plastic, and paper products. A lot had to happen before the two names could get together in 1929.

Early Problems

William Elliot Smith, president of the fledgling Illinois Glass Co. in 1873, was also the company's only salesman. Edward Levis, as vice-president, was in charge of production. They quickly saw how easy it was for a glass company to go bankrupt. There were problems they had never dreamed of —how to mix the soda ash and lime and sand to make quality glass, how to handle the temperamental and independent glass blowers, and from the very beginning how to transport raw materials to the plant and finished products from it without rail facilities. They solved these problems one at a time—all but the problem of transportation. Because of this last one, they built a new plant in 1876 on river-front wasteland near the mouth of Shield's branch close to the line of smokestacks of the present factory.

Low Pay

During each of the first five years, the partners drew $700 apiece from the business to support their families. The sixth year they made $5,000; but the day after they reached that conclusion, they received word that a customer who owed them $5,000 had gone bankrupt. In the years that followed their move from Belle Street to Broadway, they slowly prospered; and things were happening in Toledo, Ohio, that were to plan an important part in their lives and in the economic development of Alton and Madison County.

In Toledo, a young man named Mike Owens had some ideas about a machine that would make bottles automatically, replacing the glass blower and his technliques that had changed very little since the time of Christ. At the turn of the century the Owens machine was perfected. It was a mechanical monster that spewed out bottles at an incredible rate and the Owens Bottle Machine Co. was formed to make the machine and license their use. The Illinois Glass Co. was one of the first to use them, installing the first in 1910.

Four Plants

The Illinois Glass Co. soon had plants in Alton, Chicago Heights, Gas City, Indiana and Bridgeton, New Jersey. The Owens Bottle Machine Co. had changed from a machine licensing company to a glass manufacturer, changing its name to the Owens Bottle Co. and had several plants of its own. The two companies merged to form Owens-Illinois Glass Co. in 1929.

Levis died in 1903, and Smith in 1909. The founders of the Illinois Glass Co., however, left behind a sound financial institution and a strong personal organization. Edward Levis gave seven sons to the glass industry. Each of them, George, John, Charles, Harry, Frank, and Nelson, started at the bottom and learned the business from the ground up. William E. Levis, son of Charles, became president of Owens-Illinois and later served as chairman of the board. J. P. Levis, son of Frank, also was president of O-I, and is presently board chairman.

Once exclusively a glass manufacturer, Owens-Illinois became a leading producer of plastic containers, corrugated shipping boxes, paper, and metal and plastic closures and fitments. The company has fifteen glass container plants in operation, and two others under construction. It has 21 corrugated box plants, five paper mills, ten plastic bottle plants, and three closure plants. Its Libbey Glass Division makes table glassware in Toledo and is building a second plant in California. Kimble Glass Co., a wholly owned subsidiary, makes laboratory and scientific glassware, TV bulbs, and glass building blocks at five plants. Another O-I plant makes plastic tableware, and multiwall bags are produced at a plant in Valdosta, Ga. The company operates sand plants at three California locations, three mold shops, and a machine shop, in Godfrey. It owns or leases approximately 1,200,000 acres of timberland in the Bahama Islands and five states.

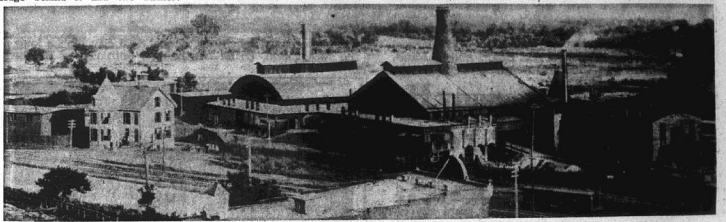
New International

Owens-Illinois has become international. It has glass container plants in Columbia and Venezuela; and a third was seized by the Castro government in Cuba. The company owns majority interests in Gerresheimer Glassworks, a German company with nine plants, and in Durobo a Belgian company with two. It has an interest in Cisper, a Brazilian glass company, and is building a new glass tubing plant in Italy. A Canadian plant produces plastic bottles. In addition, O-I has patent and technical assistance agreements with eight companies, and exports goods to 88 countries. Fortune's Magazine, in its most recent listing of the nation's top 500 companies ranked in order of sales, puts Owens-Illinois in 75th place. The company ranked 78th last year. The magazine's list ranked O-I 80th on the basis of total assets, 70th on the basis of net profit in 1961, 55th on the basis of the number of employees, 37,000 last year, and 77th on the basis of invested capital.

There are three Owens-Illinois units in the Alton area. The glass company's machine shop at Godfrey employs 560, the mold shop, a separate unit although it is adjacent to the glass plant employs 615, and the glass container plant on Broadway which is the largest, employs 200 persons. The first major industrial member of the Alton community, O-I played an important role in the City's growth from the year 1873 when Alton's population was 10,000.

The annual payroll at the glass container plant alone is almost $21,000,000. Other millions go into the community through payrolls at the machine shop and mold shop, through the payment of local taxes and through local purchases of goods and services. Each day 60 truck loads and 15 to 20 railroad carloads of glass containers are shipped from the Broadway plant — a far cry from the days when the glass blower was king and horsedrawn wagons hauled straw packed bottles from the glassworks.

"Liniouck" is an Indian word from which it is believed "Illinois" was finally derived.



THE "GLASS HOUSE"—Pictured above is a view of the Alton plant of Owens-Illinois company in the early 1900's when it first moved to its present site at 1625 East Broadway.

A LOCAL INSTITUTION WITH NATION-WIDE SERVICE

— 1,800 Related Employment Offices

Your local Illinois State Employment Service has been serving the people of Madison County for many years. It is here for you to use at any time.

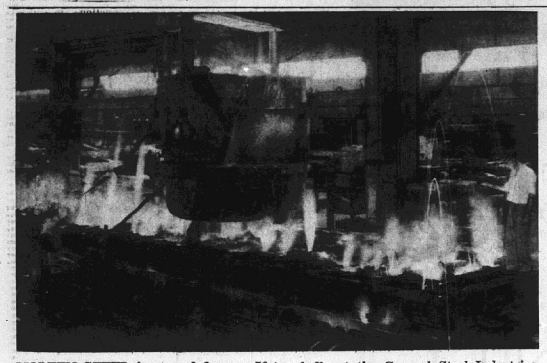
Your local Illinois State Employment Service is a part of the Nation-Wide System of Employment Offices. It is an effective employment exchange and brings the worker and employer together. This service reduces waste in job hunting and labor recruiting.

Your local Illinois State Employment Service office is operated by professional personnel who are trained to select workers to match your job needs. Each employer's needs and problems are individually and confidentially treated. Recruitment for jobs you need filled in a hurry is speeded . . . saves hours and hours of time.

Its purpose is to serve all employers and all workers. Its use is voluntary. **MAKES NO CHARGE FOR ITS SERVICE.**

ILLINOIS STATE EMPLOYMENT SERVICE

ALTON 87 Henry St. | EDWARDSVILLE 111 W. Vandalia St. | GRANITE CITY 2050 Iowa St.



MOLTEN STEEL is poured from a 50-ton ladle at the General Steel Industries, Inc., in Granite City. The steel is poured into a huge mold which forms in a single casting the entire underframe of a railroad flat car. The flashes are caused by the white-hot steel.

Commonwealth Steel Part Of General Steel Industries

The Commonwealth Steel plant, now a part of General Steel Industries, Inc., was founded in Granite City in July, 1902.

One of four major manufacturing plants erected in the Quad-Cities within a span of ten years, it has remained among those figuring prominently in the community's economy and industrial output.

Along with Granite City Steel, American Steel and the Marick Lead Works, which was located at 16th street and Cleveland Blvd., the Commonwealth plant was part of an industrial complex envisioned and brought into being by the Niedringhaus family and others active in the founding of Granite City.

Railroads Important

Commonwealth grew in a large part in connection with the development of a vast network of railroads in the 20th Century. Before the turn of the century, freight cars were built of lumber and the undercarriage bolsters of heavy oak timbers. But with the advent of the heavy steel industry, firms such as Commonwealth were employed to cast of steel the body bolsters and truck frame sections of new 100-ton capacity freight cars.

For a time the company manufactured a miscellaneous line of steel castings, but soon after Clarence H. Howard and Harry F. Prager bought the plant for nearly a half million dollars in 1904, the company devoted its output entirely to castings for railroad cars and locomotives. New methods for using sand for molds and cores were devised, including the use of "green sand" molds, and the problems involved in producing castings up to 80-feet long were overcome. Among the products of the company soon were one-piece steel frames for 4 and 6-wheel assembly mechanisms for freight and passenger cars. In 1924 the first one-piece locomotive-cradling frame with steam cylinders included was cast, for an engine of the Terminal Railroad now in the St. Louis Museum of Transport. Commonwealth, about this time, also perfected the casting of railroad car underframes similar to automobile frames but many times larger and of solid construction.

One-piece locomotive bed castings were originated at the local plant, which was the only industry in the world able to produce them. Railroad lines were built in many parts of the United States and in foreign countries to conform with the locomotive castings made here.

In 1914, Commonwealth was one of 39 industrial plants in Granite City employing 5,658 workers, most of them production employees, on 12-hour shifts. In the latter part of the 1920's, more than 3,000 workers were employed at Commonwealth. During World War I, it once refused orders for shrapnel from foreign allies on the grounds of humanity but later cast steel frames for gun tractors.

Plant Purchased

In July, 1929, the General Steel Castings Corp., formed at Eddystone, Pa., the year before, purchased the Commonwealth plant and continued its line of production. The plant and assets sold for $35,000,000.

The plant closed from 1932 to 1934 due to the depression. Its early history also was marked by operation of a plant commissary and establishment of fellowship clubs which fostered recreation programs for employees. Through Howard's leadership, Commonwealth founded the present Lincoln Place Community Center, which played a key role in Granite City's early history by conducting English language classes and general high school instruction.

Toward the end of the lean 30's, in March, 1937, Commonwealth's workers were granted a 40-hour work week and a one-week annual vacation with pay. Soon the plant had the task of converting partly to war production. In 1939, Commonwealth's engineers developed a special alloy steel for cast armor plate. Besides a stepped up production of standard railroad equipment including some for land-lease orders overseas, the plant turned out cast armor hulls and turrets for M-4 General Sherman and T-26 General Pershing tanks. Commonwealth at one time employed 5,200, turned out 43,000 tons of turrets and hulls during the war and received from the War Department two Army-Navy awards for "high achievement in the production of war equipment." New additions for the manufacture of tank armor cost an estimated $14,000,000.

Production Lag

Production lagged at the plant during the changeover of American railroads from steam to diesel during the late 1940's but was raised somewhat with the revival of war production in 1950. Commonwealth again manufactured sections for armored tanks during the Korean conflict and turned to research and development efforts before two-thirds of the plant was laid off at one time in 1954.

Commonwealth engineers developed a new design for a high speed truck assembly for express and refrigerator cars and a new type of car for hauling pulpwood logs. Much production included the one-piece underframes for bulkhead cars and underframe end castings designed for maintenance savings on American railroads. Since 1956, Commonwealth turned out nearly 15,000 of the underframe end castings to be used on 22 major railroad lines.

Commonwealth, which in May this year had a work force of 1760 in Granite City, has in recent years turned to diversification of its operations. General Steel purchased the National Roll and Foundry Co. near Pittsburgh, Pa., in 1955 and in 1960 the company purchased the St. Louis Car Co., one of the country's major builders of railroad and transit cars. An electric foundry was also established in Granite City and the name General Steel Industries, Inc., was adopted in May, 1961, as the company expanded its operations and Commonwealth looked to the future.

In July of this year, General Steel acquired the Ludlow-Saylor Wire Cloth Co. of St. Louis.

Clarence H. Howard served as Commonwealth president until the firm's sale in 1929. Charles P. Whitehead has been General Steel president since 1945, having succeeded Harrison Hoblitzelle.



RAILROAD TIES ARE stacked in the yards of the Jennison-Wright Corp., Granite City. Stacked for drying by a lift truck, the ties are a major product of the plant.

Plant Noted For Kreolite Materialing

The Granite City plant of the Jennison-Wright Corp., which was founded in 1911, was operated until 1940 as the Midland Creosoting Co., but since has carried the same name as the parent plant at Toledo, Ohio.

The plant, which covers some 30 acres between 20th and 23rd streets, the railroad tracks, and Missouri avenue, manufactures forest products, specializing in industrial flooring.

The Granite City plant, and as well, the Toledo plant; was built to manufacture Kreolite wood blocks, a wood block specially treated with preservative of high strength. First used for street paving, the business literally as well as figuratively floated away with the coming of heavy rains and floods, and the engineers of Jennison-Wright turned the product to new uses. Inside buildings where the wood product did not have to contend with the buoyancy of water, it proved to be a valuable innovation, and Kreolite became a widely used material for flooring. In the last half century, more than 1,000,000,000 square feet — enough to pave one-third of Madison County — of Kreolite blocks have been installed in industries in all the 50 states.

Firms in Greenland, Mexico, Canada, Central America, South Africa, England, Scotland, and Bermuda have also been recipients of Kreolite blocks made in Granite City and Toledo. The largest single construction of Kreolite wood blocks is the floor in the Ford Motor Co. Plant at Willow Run, Mich., which was built during World War II. Six and three-quarter million feet, or roughly 425 railroad car loads of lumber was required to manufacture the Kreolite blocks for the floor.

Other Products

Other pressure treated forest products the company at Granite City has developed and now produces include railroad ties and building timbers, creosote piling, posts and poles for various uses. The sale of railroad cross ties and switch ties is a major business in the Quad-City area.

Among the 50 lumber and tie yards Jennison-Wright operates to supply its Granite City and Toledo plants are ones in Missouri, Tennessee, Mississippi, and Georgia. Forest materials are seasoned and cut at the yards and shipped by rail to the plants. Thousands of acres of timber lands in Missouri and Tennessee have been bought by Jennison-Wright to insure a future supply of wood for lumber and ties. Jennison-Wright maintains a program for spraying and reseeding the forest areas, mostly by the use of helicopters and planes.

Large Production

Treating cylinders of the company at Granite City are equipped to handle over three million feet of lumber per month. The finishing operation for lumber at the Granite City sawmill is one continuous operation, planing, trimming, ripping and cutting blocks without interruption at the rate of 65 lineal feet per minute. Railroads and heavy industries comprise the major portion of the market for Jennison-Wright products.

Wick Pipe Organ Company Is Most Unusual Business

Industry! When someone mentions that word to you, what sort of mental image do you form? Do you see a large, smoky city, a massive complex of buildings, heavy machinery grinding away, human robots performing their monotonous tasks over and over on an ever-moving assembly line? Do you think of mass production; automation? If you do, yours is a typical image of modern American industry.

Not all industry is confined to large cities of course. Smaller towns have their share also. One such town in Madison County is Highland. This solid community of approximately 5000 is located roughly 30 miles east of St. Louis on U.S. 40. Founded by Swiss Immigrants in the first half of the past century, it has retained their tradition of cleanliness and industry up to the present.

Highland boasts several thriving industries. The oldest, and perhaps, the most interesting is unique in that, contrary to the Twentieth Century American industrial concept, it still relies largely on the skilled craftsmanship of human hands in the formation of its product. This is the Wicks Pipe Organ Co.

If you enter Highland on Rou'e 40, you can't miss a large billboard advertising this industry and inviting a visit.

Upon entering the plant you are introduced to the young president, Martin Wick, who takes you on a quick guided tour.

Organ's History

Before commencing, he takes a moment to introduce to you the long and colorful history of the pipe organ. With its origins stretching back to before the birth of Christ, it is undoubtedly one of the most ancient of musical instruments. The organ reached a high stage of development in Europe during the Seventeenth and Eighteenth Centuries, and today the tonal ideas of this period coupled with modern mechanical development are much desired in organ building. The organ tradition which Wicks seeks to continue is primarily that of an Instrument of worship for the church.

As you begin your tour, Mr. Wick recalls how his father, John F. Wick, became interested in organ building while studying the technique of organ playing, and, after reading several books on the subject, built his first pipe organ in a jewelry store. He was joined in the venture by two brothers, Louis and Adolph.

Company is Formed

Since the first instrument was a success, a company was formed in 1908, and has been in continuous operation ever since. It has grown from a single building to the present, ever-expanding complex of structures, with a work force which has increased from 35 in 1912 to nearly 160 at present. In its 50-odd years of operation the company has produced close to 5000 custom-built instruments.

Observing the production operation, you are bit awed at the large number of components which go into a single instrument. One is under the impression that an organ consisted mainly of keyboard and pipes, but here you see electro-magnets being produced, electrical cables being constructed, and similar operation.

Queried about this, Mr. Wick points out that, in order for an organ to produce sound, air must be admitted from a windchest to the pipes through some sort of a valving arrangement. The opening of these valves in various different combinations causes certain of the pipes to "speak", producing musical sound. The operation of the valves is controlled by the organist at the keyboard, or console. Until about 1900, the connection between keyboard and valves was strictly mechanical, and often cumbersome. During the Twentieth Century many builders have evolved a control system combining the use of air pressure with electricity. The system that Wicks uses today utilizes electricity to control the valves and air pressure only to blow the pipes.

Handcraft Operation

The organ building process remains largely a handcraft operation. An inherent characteristic of organ bulding necessitates and allows this, namely, that pipe organs are "custom built". This means that organs are built one by one for specific and widely differing applications, and thus vary widely as to size (from several hundred pipes to many thousands) and design. Since no two organs are identical, mass production is out of the question.

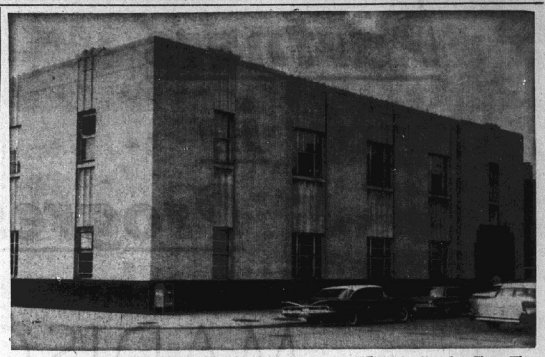
Wick points out the care and meticulous craftsmanship which go into the planning, construction and finishing stages of each individual instrument. You can see numerous evidences of this craftsmanship as you observe the careful finishing of consoles and woodwork — the obvious competence of the engineering department — the painstaking adjustment of all the components. But where it is most evident (and most important) is in the tonal department.

In the pipe shop one sees organ pipes being carefully handmade according to a process which has remained virtually unchanged for centuries. The special tin-lead alloy used for most pipes is cast right in the shop. Pipes of zinc and wood are also constructed there.

After the newly-formed pipes have been cleaned, they are sent to men called voicers. These artists impart to the pipes the exact speech and tonality required, using long ago old manual techniques handed down from generation to generation. Theirs is a rare and interesting profession.

The last stop on the tour is a large open space known as the "erecting room", where every part is tested. Here also Mr. Wick personally "pre-finishes" each instrument to correct any apparent tional flaws prior to the final finishing which will be accorded the organ by trained men after it has been installed. In the electing room you are also treated to a brief recital on a display organ, performed by one of the voicers who is also an accomplished organist.

Back in the office, one notes that, despite its peculiarities, this is apparently a thriving business. Mr. Wick confirms this, and gives the credit largely to an aggressive nation-wide network of representatives, much like that maintained by any large modern business. In a field which, stangely, is highly competitive, these men account for the fact that Wicks instruments are found throughout the country, and even abroad.



MODERN SOUTHWESTERN BELL Telephone Co. building in Granite City. The building, constructed in 1949, houses offices and automatic dial equipment. The company serves 23,000 customers in the Quad-City area, offering direct distance dialing.

Most County Farms Are In Families

By TRUMAN MAY
COUNTY FARM ADVISER

Madison County is a diversified farming area, with almost three-fourths of the farms being operated by the owners, giving unusual stability to the agricultural community.

The 2,600 farms in Madison county market average $19 million worth of farm products annually. The leading type of farming is dairying, which provides a steady year-round income, stabilizing the farmers' buying power. Milk is sold to the various dairy companies in the St. Louis area. Other important livestock enterprises are beef cattle, hogs and poultry.

Productice soils that respond readily to the modern methods of improvement and conservation practiced by the progressive farmers of the community are the basis of profitable crop growing. Madison county ranks among the three high counties of Illinois in production of wheat, but both corn any soybeans exceed wheat in total value. The county is also among the leaders in growing alfalfa hay. Among the specialized crops that further diversify the agriculture of the community and stabilize incomes are horseradish, sweet corn, cantaloupes, potatoes, tomatoes and asparagus.

Leading crops are corn, wheat, soybeans, sweet corn and horseradish. They are marketed locally and at terminal markets in St. Louis. Livestock is marketed at nearby National Stockyards.

The average size of the farms in Madison County is 140 acres. Practically all the farms are of the "family type", with most of the labor done by the farmer and his family. About a thousand farmers normally supplement their income by working in nearby industrial plants.

More than 95 percent of the farms are electrified, with other farm and home improvements proportionately high. Farmers and their families are, of course, good customers of the merchants and professional people.

High costs of farming continue to be a serious problem. These costs include taxes, machinery and equipment, labor, interest rates and other operating expenses like seed, feed, fertilizer and various supplies.

Scientific advances of modern agriculture have greatly reduced most hazards in crop and livestock production. Farmers in this area are very progressive, quick to adopt practices to help make their operations more profitable.

Progress in no other industry or business exceeds the record made by agriculture in the past 150 years.

Back in the beginning of Madison county, one American farm worker was producing enough food and fiber for only 4 or 5 people. Now one farm worker grows enough food and fiber for 26 people and his efficiency is still surging upward. Today's farm products are of superior quality. Wholesomeness of our food is beyond doubt. Its variety seems without limit. Its cost requires only one-fifth of our takehome pay, compared to more than one-fourth as recently as the late 1940's.

By every standard save one, American agriculture is a phenomenal success. Despite its efficiency, its productivity, its great assets, its fulfillment of a civilization's needs for food and fiber for a remarkably small share of consumer income, and its vital role in the national economy and defense, agriculture has not achieved economic well-being generally for its own people.

Farmers probably had as much to do with starting Madison County 150 years ago as any other class of people. While there are now a much smaller proportion of the population of the county, they will continue to contribute to its progress.

Telephone Service Has Grown

In 1878, the first telephone exchange was started in St. Louis with 16 customers. From this point the metropolitan St. Louis area grew into a communications complex, whereby a telephone customer could call over 2,000,000 people with the turn of a dial. And now with the advent of direct distance dialing, a telephone customer can dial almost anywhere in the United States.

About the turn of the century, a building, which is now the Methodist Church in Madison, was erected to house the first Bell exchange in the Quad-City area. This building was the center for all the long distance calling in the Midwest. However, in 1903 the building was flooded out, and all of the long distance equipment was moved to East St. Louis.

In 1906 the Kinloch Telephone Company erected a central office building at 1925 "E" St., in Granite City. The Bell Office, which was established in 1912, was located at 1248a Niedringhaus Ave., which is now Kahle hardware store. The two companies combined had approximately 200 customers.

About 1915 the Kinloch building burned and a new building was erected in the 1900 block of Edison Avenue. In 1917 the name of the Bell company was officially changed to the Southwestern Bell Telephone Company. And in 1924 the Kinloch company consolidated with Southwestern Bell, at which time the Bell office was abandoned and all the existing lines were cut over to the Kinloch building. There were about 1500 customers at that time.

In 1949 the present telephone building was built at 21st Street and Edison Avenue. The total number of telephones has grown from less than 5,000 in 1940 to 11,600 in 1950 and over 23,000 in 1962.

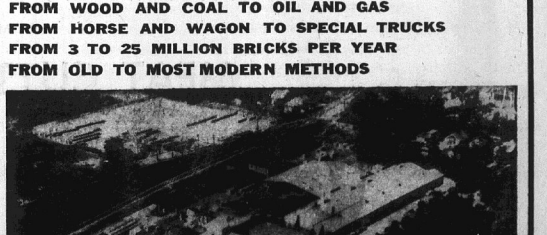
Prior to April, 1950, all calls in the Quad-City area were placed through an operator. However, after April, 1950, customers could begin dialing their own calls. In October, 1961, customers in the Quad-City area began dialing their long distance calls directly.

Southwestern Bell Telephone managers in the Quad-Cities have included Russell Strange, 1919-24; Robert C. Lloyd, 1925-26; F. H. Alexander, 1926-37; Robert Honig, 1937-39; Hugn Burke, 1939-48; Lee Honig, 1948-56; William Holland, 1956-58; Paul Roth, 1958-60; Roy Pelster, 1960-61; and George Mauze, 1961 to the present.

Removal of Relief Office Caused Row

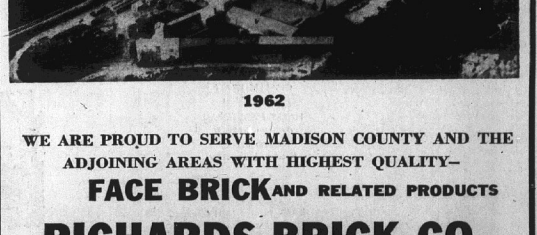
Moving of the Venice Township relief office from Madison to Venice in January, 1938, touched off a controversy in which shots were fired, arrests were made and the former office location was picketed. Constables were called in to help restore order. The office since has been returned to Madison.

WE HAVE BEEN GROWING WITH
MADISON COUNTY



ABOUT 1900

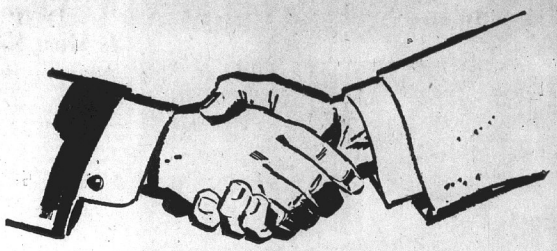
FROM WOOD AND COAL TO OIL AND GAS
FROM HORSE AND WAGON TO SPECIAL TRUCKS
FROM 3 TO 25 MILLION BRICKS PER YEAR
FROM OLD TO MOST MODERN METHODS



1962

WE ARE PROUD TO SERVE MADISON COUNTY AND THE ADJOINING AREAS WITH HIGHEST QUALITY—
FACE BRICK AND RELATED PRODUCTS
RICHARDS BRICK CO.
EDWARDSVILLE, ILLINOIS

Partners in Progress!



MADISON COUNTY

Enters the second half of its second century with

All the good wishes—and promise for a

Thrilling one hundred and fiftieth birthday

CELEBRATION!

Under consistently good leadership

This county has grown—so today, it is not only one of

The nation's largest but also one of the most prosperous.

Each one of the thousands of members of this Union

Reminds all citizens of Madison County of the

Service we are proud to render—past, present and future.

All Union Meat Markets Are Closed Sundays and Holidays

MEAT CUTTERS Union Local 88, AFL-CIO

MEAT CUTTERS LOCAL 88

INTERNATIONAL OFFICERS

THOMAS J. LLOYD, President
Salt Lake City, Utah

PATRICK E. GORMAN, Secretary-Treasurer
Louisville, Kentucky

INTERNATIONAL UNION MARKET

LOCAL 88 OFFICERS

COL. NICHOLAS M. BLASSIE
Chairman of the Board

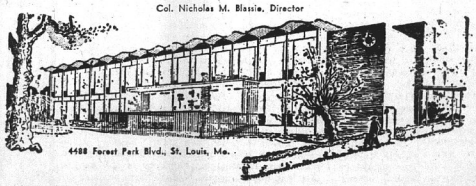
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CHARLES KRAFT
Vice President

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Assistant Treasurer

OTTO ETZEL
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MEDICAL INSTITUTE OF LOCAL 88
Col. Nicholas M. Blassie, Director



4488 Forest Park Blvd., St. Louis, Mo.

WILLIAM ROSE
Business Representative

LARRY HICKS
Business Representative

JOSEPH BLASSIE
Business Representative

Labor Plays an Integral Part in Edwardsville Life

From records available, several unions have been in existence in Edwardsville for over 60 years.

When the Edwardsville Allied Trades' Council was formed in 1899, there were 12 unions represented which included: the teamsters & drivers, musicians, painters, typographical, retail clerks, mine workers, blacksmith, federal labor union, united brotherhood of wood workers, team owners and cigar makers.

Of the original 12, only the first five remain in existence today. Unions in the Edwardsville area, 1962, include the following:

Chauffeurs, Teamsters and Helpers, Local 525 was organized in Edwardsville about 1928. In 1943 a merger with Highland took place and two years later New Douglas and Staunton were included. In 1953 a third merger with Litchfield, was concluded giving a membership of about 800. Since Alton and Granite have been added, the membership has risen to 3,000 and the local number changed from 84 to 525. Present officers are Marshall McDuffy, president; Lanzo Smith, vice-president; William Doty, financial secretary; Oliver Miller, recording secretary; Guy Beets, Arthur Crouch and William Tomberlin, trustees. William Doty is business agent and assistants are Elmer Wilhaber and Lee Aldredge.

The International Hod Carriers', Building and Common Laborers Union, Local 179 was organized in Edwardsville on Aug. 28, 1915. For the present membership of approximately 200, the officers are: Allen Boner, president; Raymond Closterman, vice-president; Frank Carter, recording secretary; Fred Behrendt, secretary of the treasury. Charles Stuart is business agent. Charter members of the union are Ed Sachse, Ed Enbanks, Phillip Ambuel, John J. Wentz, John Kreuter, George Reid G. Benwether, a Mr. Beck and a Mr. Casman.

1956 was the year the **Edwardsville, Collinsville Pressmen's and Assistants Union** was organized. At that time Local 170 had five members. They were: Ervin Hartman, Clarence Clem, Arthur Kohler, Clarence Russell and Alvin Schaefer, President of the Edwardsville Intellingencer, the Collinsville Herald, and Foehrkalb's Printing make up the membership today with nine men. They are: Alvin Schaefer, Clarence Russell, Arthur Kohler, William Thomas, Fred Grimm, Mel Zeller, Jerry Glaser, Irvin H. Hartman and Bob Hartman.

The Allied Trades Council of Edwardsville was chartered on Dec. 7, 1899, under the AFL and were issued a new charter under AFL-CIO in August, 1958. Twelve unions sent representatives at the advent of the organization and today 24 belong. First officers wer Jack Bayer, president; Alvin Morefield, vice-president; John Hess, secretary-treasurer; William Schulze, Charles Grebel Sr., and George Vieth, trustees. George Kellerman, H. E. Wolf and Ben Hornig were members of the board of arbitration. Officers for this year were Joe Spreandio, president; Ralph Johnson, vice-president; Fred Carter, recording secretary; Fred Behrendt, treasurer; William Lange, Ed Wille and Paul King, trustees.

The International Typographical Union is the oldest trade union on this continent. The Edwardsville local was granted its charter on Oct. 21, 1899 with charter members being John P. Linn, H. A. Durir, Charles I. Kienlen, James J. Burns, C. H. Spilman Jr., W. Barraclough, George C. Hartung, Albert Ping, Julius Friday, T. H. Stokes, and J. R. Sutter. Today there are 15 members.

The Carpenters' Local 378 has roll of 106. Officers are John Rezabek, president; Virgil Robinson, vice - president; William Lange, recording secretary; Charles Snajdr, treasurer; and Fred Lewis, financial secretary. The union was strated in November, 1902.

The Musicians were organized in 1899 and presently have 220 members. Officers are Peter J. Anezi, president; Robert Wehling, vice-president; Carrol Rayburn, secretary; Christie Jahns, treasurer, and Al Rezabek, Bob Burness and Irvin Mulish, board members.

The American Federation of County and Municipal Employes started with 10 members on Feb. 26, 1952, and have grown to about 145 members. Charter names were John L. Kraynak, Wallace G. Ott, Edward J. Martin, Maud M. Clark, George N. Greenwood, W. Lee Geers, Viola Twente, Oliva Hoffman, Jeraldine Meyer, and Robert Greunenfelder. Incumbent officers are president, Rooert McCormick; vice president, Louis Leach; secretary, Doris Klaustermeier and treasurer, Evelyn Bowles.

Barbers' Local 805 of Edwardsville was organized Feb. 18, 1908 before which Edwardsville barbers belonged to Local 138 of East St. Louis. Including jurisdiction members from Worden, Troy, Hamel, Prairietown, Maryville, and Glen Carbon, there are 33 members. Early members included John P. Becker, Cosmos Meyer, Max Metz, Fred Hartung Sr., Ed Hanser, Charles Bortells, L. Russel, William Sido, James James, Ed Barber, Orie Hunter, John Schmollinger, Ben Barber and L. Creech. Officers today are V. P. Joseph, president; John Becker, vice-president; Horace Schmollinger, secretary-treasurer; Fred Hartung, recording secretary; and Dale Lochmann, guide.

Retail Clerk's Union, Local 304 received their charter March 11, 1903 and was rechartered Jan. 26, 1948. Original members of the second charter were Mayme Ostendorf, Linda Frey, Charles Blumber, William Foehlkalb, E. A. Bollman, William P. Schmidt, W. W. MacDonald, Jennie Schlueter, Anna Albert, Minnie Seek, Otto Sievers, Evelyn Barnhardt and Arzella Churchill. Officers of the present 257 members are Huda Rethmeier, president; Francis Soden, vice-president; Oma Smith, secretary-treasurer; and June Hansen, recording secretary.

Labor Local 474 in Glen Carbon lists about 85 members. George Going is chairman; Walter Wydra, vice-chairman; Frank Honchalk, financial secretary; Arnold Trebing, treasurer; Joseph Cunningham, recording secretary; and Albert Deconzini, business agent. Chartered April 4, 1932, the union had 14 members. They were George Going, Edward Meyer, Dewey Wikleson, Jewel J. Lindsay, Chester Burgdorf, Oliver Neutzling, John Haywood, Oliver Guise, Joe Slovak, John Ferris, Joe Schlemmer, Hiram Mayers, Pete Anicia, Ed Piazzi.

The Communication Workers of America began in 1940 by changing from the National Federation of Telephone Workers, founded in 1939 which Edwardsville's local included. CWA affiliated with CIO in 1949, which merged six years later with AFL, Chief steward of the local unit is Isabella Ricker, with assistants, Ann Carter and Jacqueline Pape. One hundred per cent of telephone workers belong to the union.

Hotel and Restaurant Workers, Local 259 were chartered Dec. 20, 1933, with 21 members. It since has grown to 160. Charter members were Marie Rudat, Eric Rudat, Edith Scandoni, Edna Puncher, Edith Cornelison, Gary Cornelison, Anne Schiebe, Jerret Fagen, Nelly Mulane, Clem Nischwitz, Mary Ann Suchy, Nancy McMichael, Roby Helgen, Ray Bange, Ben Bange, Wilbur Bange, Laura Kyser, Anieta Miller, Frank Cremore, Wally Somerlad, and John Harmening. Officers presenily are Felton Tschannon, president; Agnus Gau, vice-president; Florence Slowey, recording secretary; Elda Crook, financial secretary and business agent; and Jesse Brown, chaplain.

The International Lady Garment Workers Union, Local 253, was founded in August, 1943, with 23 charter members. Today that number is just about the same. Officers are: president, Mrs. Fred Zejicek; vice-president, Marian Gower, secretary, Marie Albl; chair lady, Ruth Bollman.

1900 was the founding year for the **Painters, and Decorators of America,** Local 210. Present officers of the 32 members are Marion Peterson, president; Vernon Wieduwilt, vice-president; Dewey Schultz, financial secretary; Robert Liebler, recording secretary; Carl Anderson, treasurer.

Local 650 of the **United Brick and Clay Workers,** AFL-CIO, was organized Sept. 17, 1937. Five charter members of the original 45 are still active in the union. They are Louis Busking, Earl Busking, Mike Semenisin, Charles Erb and Orlo Watson. Officers of the now 75 men are Charles Schneider, president; Battista Boccaleoni, vice-president; Leroy Sanders, financial secretary; Mike Semenisin, recording secretary; Fred Lautner, Norman Renken and Jesse Culbertson, trustees; and Mural Demky, shop steward.

Those unions having members in Edwardsville but not local headquarters include the meatcutters, filling station attendants, operating engineers, motion picture operators, plasterers and cement finishers, electric workers, sheet metal workers, and plumbers. They are, however, represented on the Edwardsville Allied Trades Council.

Minstrels Sang These Selections in 1917

A 1917 minstrel show presented at the Washington Theatre, Granite City, featured such favorite songs as "I Ain't Got Nobody Much", "For Me and My Gal", "Just a Yankee Doodle Boy Is Good Enough For Me", "Have a Heart", "I Left Her on the Beach at Honolulu", "Bachelor Days", "Poor Butterfly" and "Ladder of Roses."

Quad-City Labor Noted for Leading Role In Progress

The Quad-City area labor movement — noted far and wide in recent years for helping to establish a successful ten-point code for construction labor peace — has an eventful history dating back to 1894.

In the intervening years, union organizations in the Granite City-Madison-Venice-Mitchell area have made major contributions to the welfare of the community and its citizens.

Steady progress has been made in improvement of wages and working conditions, and labor groups have been generous with their time and funds in aiding a wide variety of civic development projects. A current example is the voluntary construction of a Granite City animal shelter.

Building of First Plants

It was in the 82nd year of Madison County's history — 68 years ago — that an army of glaziers, plumbers, carpenters, bricklayers, hod carriers, boilermakers, plasterers and other workmen entered the fields of Kinderhook and began simultaneous construction of four major industrial plants — Markle Lead Works, American Steel Foundry, Granite City Steel Co. and St. Louis Stamping Works.

Labor unions were soon to develop in the Quad-Cities along two major lines — industrial plant organizations and construction workers' crafts.

Lodge 11 of the Amalgamated Association of Iron, Steel and Tin Workers was formally organized Nov. 20, 1899, and the first of annually continued contracts with Granite City Steel Co. was signed shortly thereafter.

Council Formed in 1900

Delegates of 18 trade unions met Oct. 6, 1900, at Forcade Hall in Granite City, and the Tri-City Central Trades Council was created, with Adrian Dace named president. An organizer, John Evans, was chosen in a meeting three weeks later to encourage support for unions and to oppose local sale of non-union tobacco.

The first Labor Day celebration of the Trades Council was held at Horseshoe Lake in 1901, and the $300 proceeds went to the Tin Workers, who were on strike. In later years, thousands of working men attired in their work clothes marched through the Quad-Cities in annual Labor Day parades.

The first industrial strike of consequence was down the American Steel Foundry for several months in the spring of 1902 when coremakers, molders and helpers protested the pace of production. Minor clashes took place before the strike was settled.

The Trades Council became politically active in 1903 and in the April elections succeeded in electing all labor nominees, among them a candidate for mayor, John Edwards. He received more votes than the total cast for two opponents.

Industrial, Building Booms

Industrial and building booms from 1905 through 1910 and again with the approach of World War I in 1917 multiplied the number of jobs in plants in the Quad-Cities and skyrocketed the population.

In 1911, a young steelworker, M. E. Kirkpatrick, was elected mayor of Granite City. He served as "a man of good will and courageous administrator" in intermittent terms to 1942.

Steelworkers in 1912 for the first time won an eight-hour working day in many departments of Granite City Steel and Commonwealth Steel.

A few months later, R. A. Bull, Commonwealth plant superintendent, announced the experiment successful in increasing production efficiency, and the eight-hour day spread.

Seven years of court litigation by American Steel against the Trades Council began in 1914 when the unions struck in protest to a pay cut.

Court Rulings

The U. S. District Court in Springfield declared the council an "unlawful conspiracy" and prohibited picketing. In October 1914, the Clayton Act was passed, legalizing peaceful picketing.

In 1921, the Supreme Court upheld reversal of the Springfield decision and affirmed the right of the Trades Council to exist and represent working men.

A major test of the construction unions began Nov. 4, 1917, when Granite City unionists drove out non-union laborers building city sewers. Litigation and unrest followed and resulted in formation of a Granite City laborers' union and reunion of the job with union labor in April, 1923.

Post-War Period

After the World War I armistice was signed, labor unrest grew and work stoppages occurred frequently. With strikes tying up operations at the Corn Products Refining Co. and other plants working about half-time, industrial conditions entered a chaotic state.

Construction workers striking the building project of the St. Louis Coke and Iron Plant in Granite City were fired upon in May, 1920 by gunmen who raced by in cars during a group meeting at the corner of Washington Avenue and 23rd Street. A Nesco employe was killed.

One of three men arrested for the shooting was listed by police as a "professional gunman and strikebreaker," but the trio was freed from a lower court conviction by a U. S. District Court in St. Louis.

Busy Organizing Period

Organization of locals in the Quad-Cities reached its busiest time during the 1930s, largely as a result of sanction of labor unions by law. The Norris-LaGuardia Act of 1932 limited court injunctions against strikers.

With the Wagner Act in 1935 and creation of a National Labor Relations Board by the federal government, collective bargaining became an accepted part of government philosophy. Extra-legal means of settling labor disputes virtually disappeared, and a move began toward greater cooperation between labor and management, and between labor unions themselves.

Members of the American Federation of Labor and the Congress of Industrial Organizations set a precedent by marching together in a Labor Day parade in 1939, almost two decades before the national merger.

World War II Cooperation

Throughout World War II, unity of purpose of both labor and industries prevailed and the Quad-Cities were relatively free of labor disputes. After the war, unions staged a wave of strikes, asking for wage increases, and work tie-ups temporarily increased in frequency and severity.

Both industrial and construction unions in the Quad-City area have achieved peaceful relations with employers in recent years.

Fifty-four locals of Madison, Granite City and Venice with a total membership of 23,000 workmen at present are grouped in the Tri-City Trades and Labor Council, AFL-CIO. The council centralizes the locals for better coordination of labor activity.

Pioneers In Nation

In recent years, unions in the Quad-Cities have come to be regarded as pioneers in bringing about accord in labor-management relations. Both industrial unions and the building trades locals have been praised for cooperating with progressive-minded employers to establish company-union relations on an ethical basis and to work toward common goals.

In 1959, when many steel mills in the nation were closed by a 116-day strike, Locals 30, 1022 and 1785 negotiated a labor contract without work stoppage. The agreement won for the United Steelworkers and Granite City Steel Co. the Civic Achievement Award for 1959.

United Steelworkers' President David J. MacDonald was guest speaker at the award banquet, attended by an estimated 1200 people. Lloyd McBride, steelworkers sub-district director, accepted the award for the unions and J. F. Gulley accepted for the steel firm.

Fine Labor Reputation

MacDonald, in reference to the 1959 bargaining sessions, said, "Labor and management should pride themselves with civic affairs instead of restricting their meetings to contract negotiations and collective bargaining."

The Quad-Cities area, he said, now enjoys "a reputation as one of the finest labor areas in America."

Construction unions were cited in the 1958 All-America City award to Granite City for adopting the revolutionary ten-point "code of ethics" with contractors' associations which has eliminated all major jurisdictional work stoppages.

Praised By Labor Secretary

President Eisenhower's Secretary of Labor, James Mitchell, who attended the All-American banquet in February, 1959, called the pact a "unique labor-management peace agreement."

The agreement has provided for settling of disputes by negotiating boards without work stoppages.

The plan was endorsed by International union organizations and has spread to many areas beyond the Quad-Cities.

Labor Temple

A Granite City landmark, the Labor Temple, was built more than four decades ago after original plans were made in November, 1917. Carl Heaton is among those who have supervised its operation through the years.

Originally intended to be the "house of labor" in the Quad-Cities, the Labor Temple has experienced financial difficulties during much of its history, partly due to the establishment of separate offices by many union locals. Original financing of the three-story brick structure was by bonds purchased by various union organizations and many private citizens.

The Labor Temple has been the scene of dances, meetings and other civic activities, and the main floor has been rented out as a restaurant and a grocery, now housing the central offices of the Granite City community unit school district. The building also provides offices for the Tri-City Trades and Labor Council, formed with merger of local AFL and CIO councils in February, 1950.

Granite City Bachelor Club Failed To Last

Bachelors formed a club in Granite City in 1906, with H. J. Anderson as first president.

But the organization was not regarded as in any way symbolic of local manners and mores. It merely reflected the scarcity of women during the early years of the community.

By 1924, the original membership of over 25 had dwindled to one, as one member after another chose to "become a Benedict," in the idiom of the day.

Contributing to the incentive to marry and raise a family was the Stork Fraternal Society, established in Granite City in the early 1900s. An insurance society, it offered payments of $10 to $75 to members who became parents.

Though most of the "shock" today might appear laughable, Quad-Citians felt the full impact of changing fashions and behavior patterns during the first several decades of this century. A mixed adult pajama party—actually costumes—was the talk of the community in November 1911.

Short dresses prompted extensive comment here in 1912. Some of the skirts which drew criticism were described as reaching "barely to the shoe tops."

In the same year, Granite City and Madison women's organizations decided to wage war against hobble skirts, which they called "unseemly" and "tight-fitting."

A Granite City girl startled families vacationing in the Piasa area in 1912 when she appeared in a black bathing suit with brilliant red stockings.

Granite City Ad Won Bride for Man

An advertisement in the Oct. 12, 1910, issue of the Granite City Press and Herald read: "Wanted—Honest girl, widow preferred, willing to marry me in order to support me two years while I complete my course in dentistry at Washington University, St. Louis. Please write and send photos."

The writer, deluged with replies, reported two months later that he had chosen one of the applicants.

Edward Coles freed his slaves on July 5, 1819.

North Alton Known First As 'Altonia'

What later became part of North Alton was first known by the name Altonia. On June 1, 1839, the Telegraph carried an item to the effect that the new town of Altonia had been laid out.

The story said that lots would be sold at the Buck Inn, which was located a short distance outside the city. Streets and alleys had been laid out, with the streets meeting each other at right angles. If any individual wanted a whole block for his private residence, the alleys on that block were to be closed at his option. This was done, the proprietor's advertisement in the Telegraph at the time said, to permit the works of art to unite "with the natural beauty of the town, to render it worthy of the union which must soon take place between it and Alton."

The town of Altonia was laid out on what was then the highlands, north and south of the Upper Alton and Grafton Road, and east and west of the State Road leading from Alton to Jacksonville. This was looked upon as a great advantage to the new town, and the desirability of the town was further enhanced by the fact that "it has a salubrious atmosphere; an abundance of coal within its bounds; a good location upon the Mississippi river, within the distance of three-fourths of a mile on the Smeltzer's Ferry Road; inexhaustable quarries of lime and free stone in its vicinity; and an easy access to Monticello Seminary."

The Northside once also was called Greenwood, and Buck Inn was the post office. It became the Village of North Alton, which more than a half-century ago was annexed to the City of Alton.

The "union" forecast in 1839 came true more than 60 years later.

Alton's Area Labor Has 90 Year History

The labor union movement in the Alton area is nearly 90 years old. Even before the formal organization of local branches of national and international unions employed men must have thought in terms of guilds or Knights of Labor, one of the early attempts by workers to organize in this country.

The union story has been one of progress — slow at first but accelerated in the last 30 years. Today the Alton-Wood River industrial area is a citadel of industrial unionism.

In those three decades crafts grew in number and membership; lent strength to central bodies; and took an increasingly important part in the civic and social progress of the area.

Glassblowers, printers and cigarmakers were among the early unions here.

The Glass Bottle Blowers Assn. came to Alton with the manufacture of glass at the old Illinois Glass Co. in 1887. Nearly three-quarters of a century ago, the printers of Alton organized the Alton local of the International Typographical Union. Early in the field were the cigarmakers — whose numbers dwindled, until today none is employed in that trade — the cigarettes and the cigarmaking machines are the causes.

The Glassblowers

The GBBA came from the Pittsburgh area and became the handblowers here. Workers in the glass-blowing trade were named by the types of glass with which they worked. The "Greens", designated those who blew green tinted glass, "Ambers" who blew amber-colored glass and the "Flints" who blew clear, white glass. Early in glass union history the Flints were known to be the most skillful because their work had to be flawless. Flaws weren't as visible in green or amber glass. Later, the Flints organized their own union. Early in this century the American Flint Glass Workers Union attempted to organize semi-automatic machine workers at the Alton plant. A strike was called but the effort failed. Not long after came the automatic machines and hand blowing died. Through the years, glass industry unions have adjusted jurisdictional matters. Today, bottles are made by members of the GBBA and machines and molds are made by the Flint Glass Workers, who also do some mold repair. The Flint workers organized at Alton in 1935.

In the late 90's, and early in the Twentieth Century, the glass blower's unions were among the influential groups. Its membership then was the largest of any labor organization. In the days before steel, brass and gasoline were manufactured, the glass-blowers, paid high wages for those times, were vital to the economy of the community.

Printers Among Pioneers

One of the older unions in existence in the Alton area is the Alton Local of the International Typographical Union. Among the first employers of Union labor is the Telegraph. Present officers of the Typographical Local are: Frank Deady, president; John Hentrich, vice president; James Churchich, secretary-treasurer; Thurman Corey and Donald Weeks, delegates to Alton-Wood River Area A.F. of L.

The charter to Alton Local 306 of International Typographical Union was granted Dec. 8, 1891, and was signed by W. B. Prescott, International president, and W. S. McCleary, secretary and treasurer. The charter members were Fred Mook, Charles Mook, John Melcher, Joseph G. Melling, John J. McKeon, Frank Peiper, Fred Peiper, Thomas Rowan, J. P. Hodge, H. William Bauer, Eugene Gaskins, G. A. Neff, and George Ott.

Melling and Gaskins later organized a job-printing shop which became widely known for the excellence of its work. The Mook brothers also entered the job business, as did McKeon, and all achieved success. Rowan, Bauer, and Ott were long-time employes of the Telegraph composing room. Some of the other charter members also worked at the Telegraph. As the printing industry grew, the typographical local expanded and broadened its territory until today it embraces both the newspaper and job-printing industry in the Alton area. Other locals are active in Edwardsville, and the Tri-Cities.

In the mid-90's the union growth became pronounced and locals were organized in the building and other trades. In an effort to achieve unified action, labor union leaders formed central bodies. In Alton these were the Trades and Labor Assembly —composed of representatives of all local unions—and the Alton Building Trades Council, composed of representatives of local unions in the construction crafts.

Central Bodies

The Alton Trades & Labor Assembly was organized on June 24, 1897. Local officers on the charter included William Kelley, C. Price, T. S. Chamberlain, Dan Fitzgerald, Thomas McKason, Thomas McKee, and L. Atkins. The charter was issued by Samuel Gompers, president of the A.F.L.

The Building and Construction Trades Council followed at the turn of the century. Present officers include: Dennis Chester, executive secretary; Jim Pickerill, sec.-treas.; Del Boyd and William Stevens, trustees. Paul McCornick was the last president of the organization.

Both the Assembly and Council have been in the forefront of civic enterprise—and active in character-building agencies, Community Chest, and United Fund.

With the location of Standard Oil refinery in Wood River in the early 1900's the labor union movement gained a solid foothold there. The Boilermakers and other crafts prospered and with the growth of other communities in the area, the union movement expanded into a number of locals and a Wood River central labor union was organized. In recent years talks of a united labor front in the area grew and was climaxed with the organization of the Alton-Wood River Area Federation, A.F.L.-C.I.O.

It was on June 23, 1961, that Alton-Wood River Area Federation of Labor, AFL-CIO, received its charter to represent 47 unions in the local area.

In January of 1961 the Alton Trades and Labor Assembly and the Wood River Central Trades and Labor Union made a joint application to AFL-CIO in Washington, D.C., to merge the two groups, the Alton group representing 38 unions and the Wood River group representing 14 unions. (Some of the unions were members of both groups.)

Arvil A. Pickering, president of Boilermakers Local 483 of Wood River, was elected first president of the Federation, a position that he still holds. Other officers elected to the new organization were: James Hammond, first vice president; Evelyn Pitman, second vice president; Dorothy Patterson, third vice president; Wilford Gossett, fourth vice president; Guy Beets, financial secretary-treasurer; Lindell Johnson, corresponding secretary; Alfred Czerny, reading clerk; W M. Pfaff, sargeant-at-arms; and Hazel Miller, Joe McNutt, and Bill Parker, trustees.

30,000 in Area

The newly formed AFL-CIO organization represented 30,000 union employes in the Alton-Wood River area.

In its first year of operation, the Federation conducted counsellor courses, endorsed a sewer proposal for Alton, the formation of a park district for the area, and an addition to Wood River Township Hospital. The group opposed Council-Manager government in Alton and were instrumental in getting C-M defeated at the polls. The park district was the only proposition, backed by the Federation, that was disproved by the voters.

At the beginning of the second year of operation another election was held and Pickering was again elected president. Other second-year officers are: Paul Sims, first vice president; Carl O'Neil, second vice president; Dorothy Patterson, third vice president; Art Fowler, fourth vice president; Lindell Johnson, secretary; Guy Beets, treasurer; Tony Austin, reading clerk; William Pfaff, sergeant at arms; and Hazel Miller, Joe McNutt, and John Karm, trustees.

Federation Members

Local Unions that are members of the Alton-Wood River Area Federation of Labor are:

Flint Glass Workers 43, Alton Police 939, Meat Cutters 88 (St. Louis), Retail Clerks 344, Alton Retail Clerks 149, Wood River, and American Bakery 294, Alton.

Garment Workers, Alton; Operating Engineers 41 and 41a, Alton; Grain Millers 81, Boiler Makers 483, Roxana; Street and Busdrivers 805, Alton; Carpenters 377, Alton; and H.B. R.E. 243, Alton.

Automotive, Petroleum and Allied Trades 971, Belleville; I. B. E. W. 1473, East St. Louis; Teamsters 525, Alton; Alton Firefighters 1255, Alton; I. B. E. W. 399, Alton; and Laborers 218, Alton.

A. F. G. W. 109, Alton; Alton Barbers 81; I. B. B. M. 25, Alton; Theatrical Employees 268, Alton; Typographical 306, Alton; Alton State Hospital Employees 124, Alton and Painters 471, Alton.

I. B. E. W. 649, Alton; Plumbers and Pipefitters 553, Wood River; Wood River Hospital Employees 168; Firemen and Oilers, Wood River; Boot & Shoe Workers 513, Roxana; and Operating Engineers 525, Wood River.

Leather Workers 131, Shamrock Ladies Aux. 397; Roxana Federation of Teachers 1337, Labors 338, Wood River; A. F. G. W. 123, Alton; and Alton Musicians 282.

Machinists Lodge 660, Alton; Bricklayers 8, Wood River; Painters 917, Cottage Hills; Auto Mechanics 1262, Alton; and Steelworkers 3643, Alton.

Carpenters 1808, Alton; Building Service Employees 512, East Alton; Madison County Employees 799, Edwardsville; and Chemical Workers 6, East Alton.

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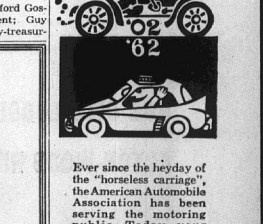
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The professional automobile and truck mechanic is quite concerned with the fact that this loss of life is needless. We are killing more than 100 persons each day on our highways. This is a terrible price to pay for the convenience of transportation.

Today's union mechanic must spend years preparing himself to expertly repair the complex modern automobile. His skill is constantly applied to the exacting job of making sure that America's motor vehicles are in safe operating condition and that the owner will receive the maximum value for his repair dollar.

As a result of his dedication to the problems of the motoring public, your union mechanic is convinced that his ability will provide you and yours with a safe vehicle if you will take advantage of his service.

A safe vehicle is only one of the many factors which will help to reduce motor vehicle fatalities. Certainly the modern automobile has been engineered for your safety as have the highways. You may be interested to know that mechanics are still convinced that the best safety device in any automobile is "the knob that the driver hangs his hat on!"

Yes, you, the driver, can nullify all the efforts to save lives. The National Safety Council tells us that more than half the fatal accidents involve a driver who has been speeding or drinking. Speed makes the car harder to stop, harder to control and leaves you less time to act in an emergency. Don't drive after drinking, for even a little alcohol impairs driving ability and reactions.

Here are some violations of basic safe driving rules that will cause tragedies during the remainder of this year:

1. Driving left of the center of the road.
2. Following too closely.
3. Going through stop signs and red traffic lights.
4. Failing to yield the right of way to the drivers coming from the right at an intersection.
5. Passing on hills and curves.

When you take a trip, start with time to spare. Don't be in a hurry, but keep pace with the traffic on the highway. Take a break every hour or so because drowsiness and fatigue will get you into trouble.

Remember, when you gamble in traffic, YOU BET YOUR LIFE!

Your best bet for keeping your automobile in safe, dependable condition is to patronize the repair shop in your area whose mechanics are members of the International Association of Machinists, District No. 9.

HUB CITY LODGE 1095 – EDWARDSVILLE, ILL.

GRANITE CITY AUTOMOBILE MECHANICS LODGE 1107

ALTON-WOOD RIVER AUTOMOBILE MECHANICS LODGE 1262

COLLINSVILLE AUTOMOBILE MECHANICS LODGE 1527

AND DISTRICT NO. 9

INTERNATIONAL ASSOCIATION OF MACHINISTS

MADISON COUNTY 1812 PROGRESS 1962 SESQUICENTENNIAL

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CELEBRATION